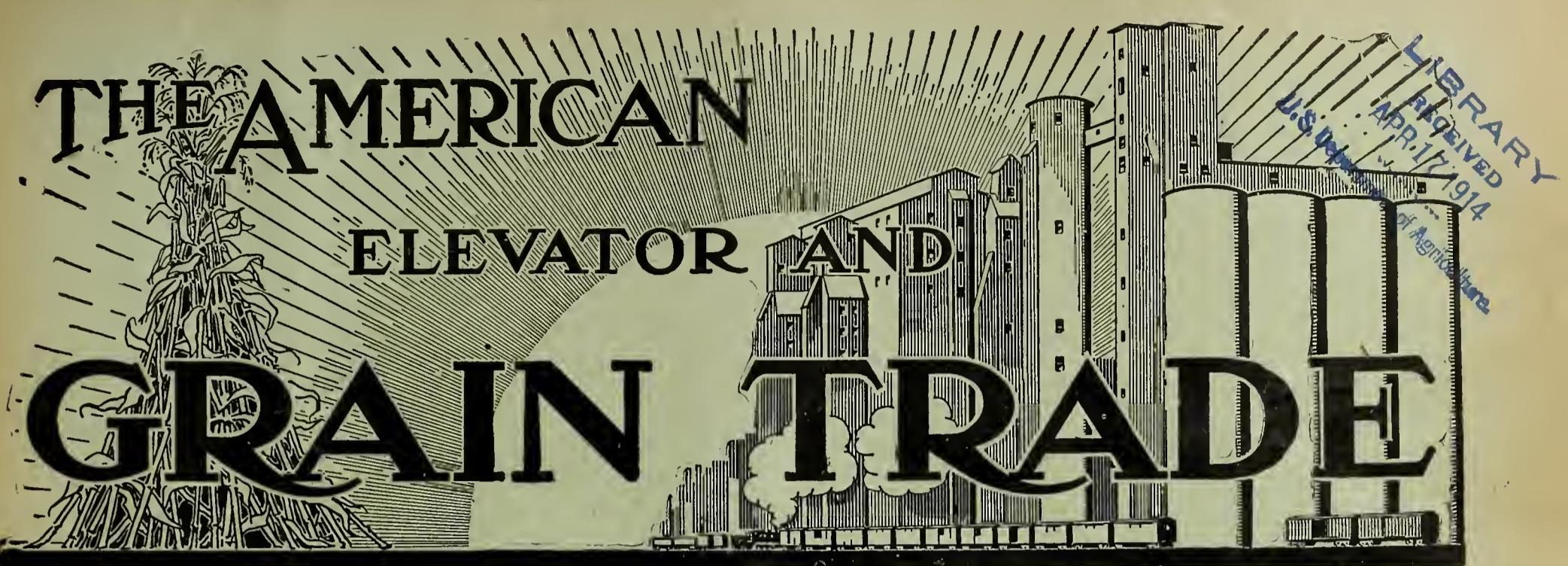


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PHILLIPS.

CONVENTION OF WESTERN GRAIN DEALERS' ASSOCIATION



A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
Mitchell Brothers Publishing Co.

{ VOL. XXXII.

CHICAGO, ILLINOIS, APRIL 15, 1914.

No. 10.

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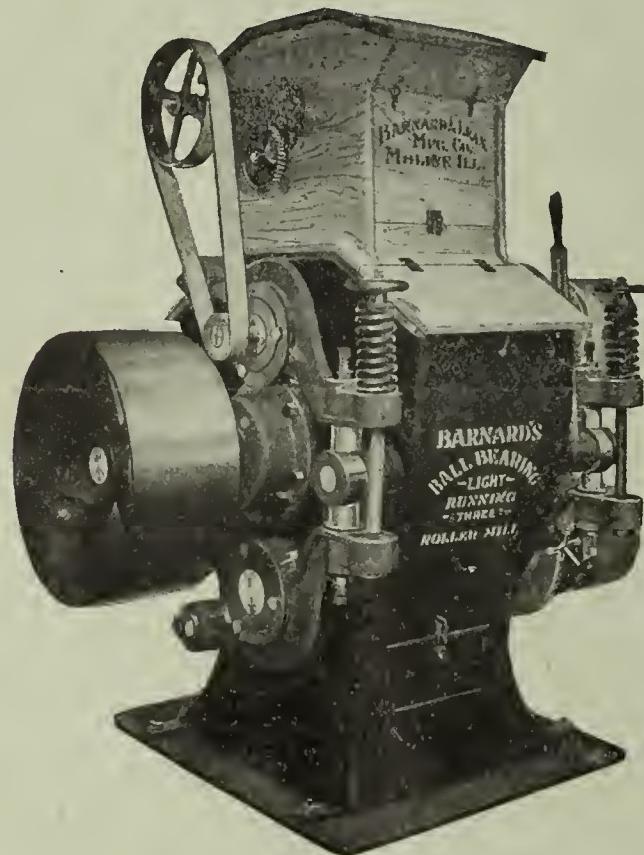
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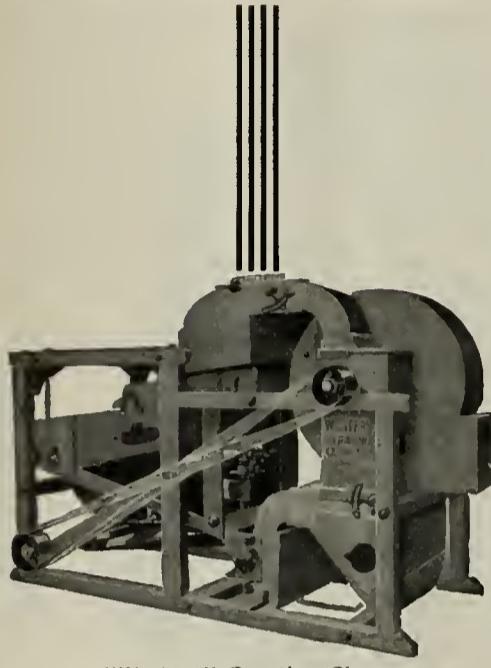
"Western" Rolling Corn Screen Cleaner



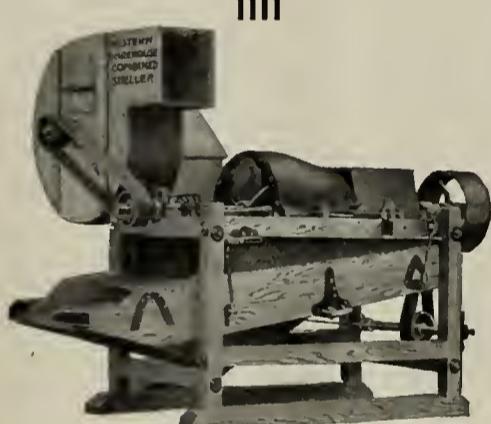
"Western" Regular Warehouse Sheller



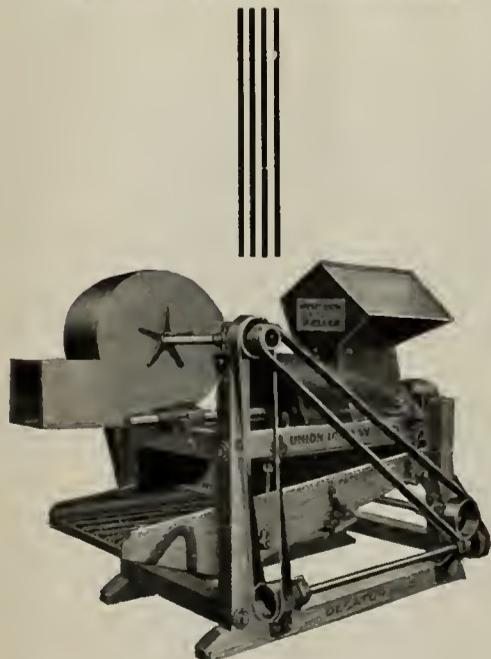
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Every Day
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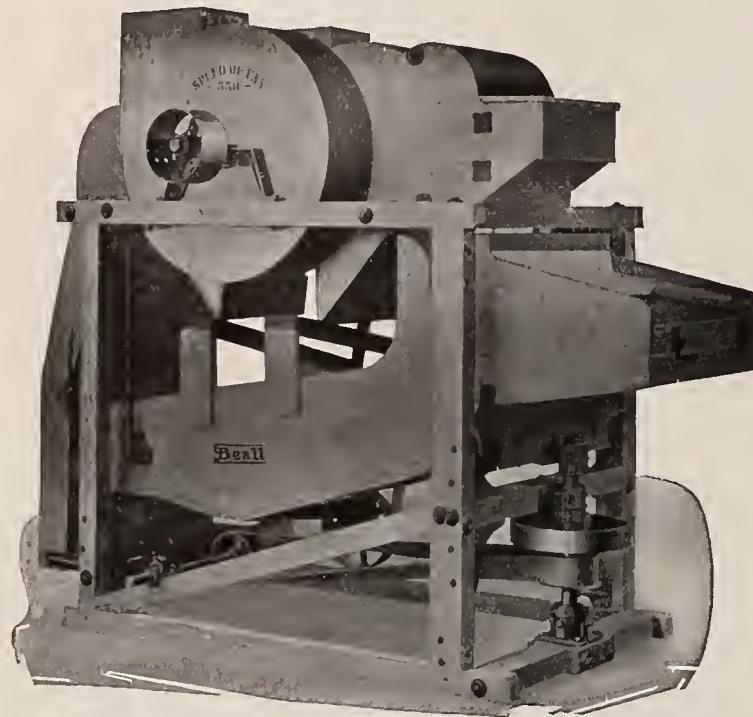
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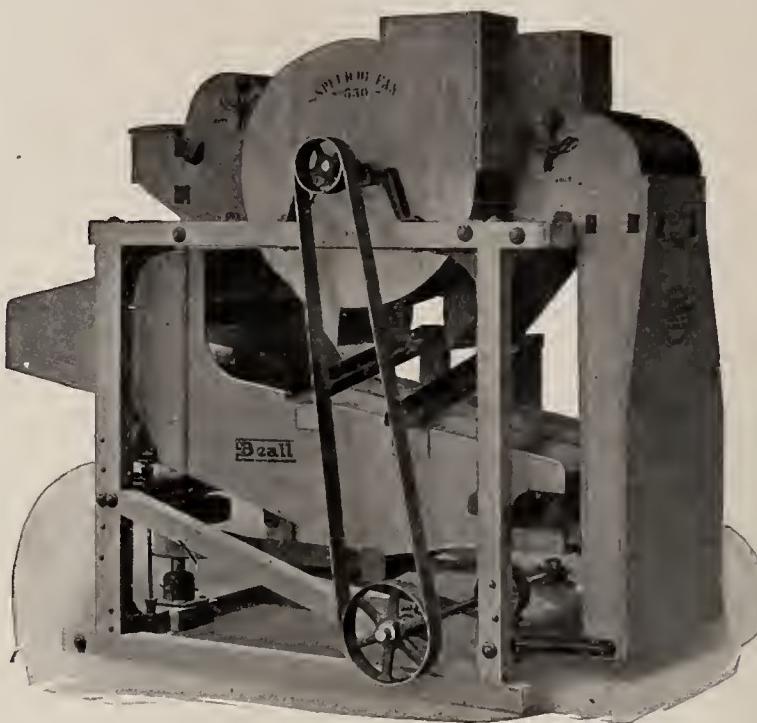
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The New Rotating Warehouse and Elevator Separator



Built
in
Ten
Sizes



Maintains Its Leadership as a Separator Of Unsurpassed Ability, Durability and Service

Before buying investigate the New Beall. It is fairness to yourself. You can't afford to purchase any separator until this highest of separator values has been investigated. For long service, thorough separation, easy control, simplicity and economy in operation, and maximum capacity for size, you cannot purchase better value than the New Beall Rotating Warehouse and Elevator Separator.

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The New Beall is the result of years of experience by the pioneer manufacturers of mill and grain elevator machinery. It is absolutely reliable, being extremely simple in design, built very strong, is thoroughly braced and will not rattle. It has greater capacity for the amount of floor space, will run with less power, and will outlast any other type of separator, making it pay for itself in a very short time. It is what the New Beall can accomplish that makes it supreme.

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We are here to show you and will ship the New Beall to any responsible party on a 30 days' free trial. If it does not come up to our claim in every detail we will cheerfully take it back at our expense. This offer shows the faith we have in the New Beall. Are we expected to do better?

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The New Beall embodies all the best features found in other types of separators and to these we have added the following pronounced features:

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No matter what separator you have in mind buying, post yourself thoroughly by sending for our interesting booklet on the "Study of Grain Cleaning" and "The New Beall Separator." It is free. You will find therein ample proof of the worth of our separator and the service behind it. Your copy is now ready. Write for it today.

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Modernize Your Plant

by

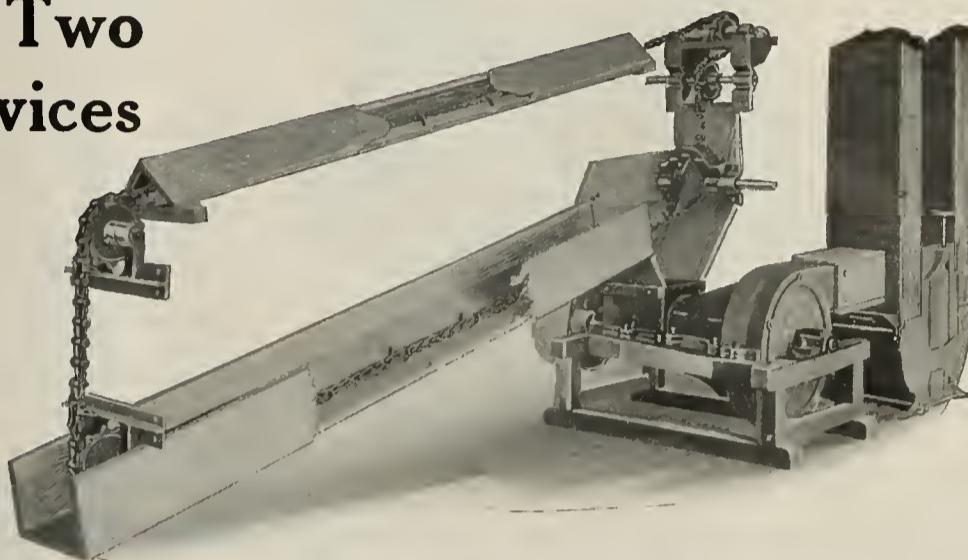
Equipping It With These Two Time and Labor Saving Devices

These new modern high class devices are not luxuries. They are economic necessities, as they soon pay for themselves in the saving they effect in handling of your grain.

The large manufacturing institutions of this country appropriate thousands upon thousands of dollars annually for modern time and labor saving machinery and devices. Modern machinery means better work and larger profits.

What you want is Dollar Production. You have got to tune your business up to meet and beat competition. But you can never bring it to a higher level of efficiency than the tools or equipment you work with. No one can prosper today by using methods of yesterday. You use many modern business necessities—telephone, typewriter, etc.—not because they are cheap to install but because they save that which you are continually figuring and fighting against—time and labor.

A hustling, aggressive, intelligent operator does not operate his plant with out-of-date machinery, for in this day of low margins your profits are easily eaten up unless your operating expense is reduced to a minimum, which can only be done with modern time and labor saving equipment.



Sidney Chain Drag Feeders

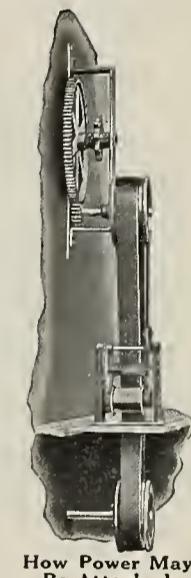
These two devices, illustrated herewith, installed in your elevator will mean prosperity and bigger profits to you.

The Famous Sidney Chain Drag Feeder

is the only satisfactory way to convey ear corn from your dump or crib to your corn sheller or elevator. This drag will also convey wheat, oats and other small grains. No waste or mixing of grains, as the chain fits perfectly in the cast iron lining. The only drag with iron babbitted bearings.

The Famous Smith Overhead Wagon Dump

either of wood roller or all iron construction, is simple; requires little space in the driveway, takes up no room in your dump, can fill the dump to the floor; requires no blocking of wagon, and does not break coupling poles. It is very easily installed, there being several ways of attaching power to overhead dumps, the most satisfactory being same as shown in cut. The all iron dump is fitted with roller bearings. Instead of a wood roller, we use a six-inch wrought iron pipe.



How Power May Be Attached

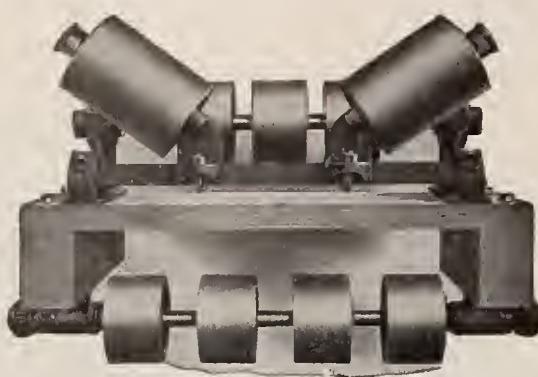
Don't fail to write for further information regarding these two devices, also for a large list of users together with their testimony. Also write for our complete catalogue of Sidney Corn Shellers, Grain Cleaners, Safety Man Lifts and Elevating and conveying Machinery. Your copy has been laid aside. Write for it today.



The Famous Smith Overhead Wagon Dump

The Philip Smith Mfg. Co.
SIDNEY, OHIO

**Complete Stock at
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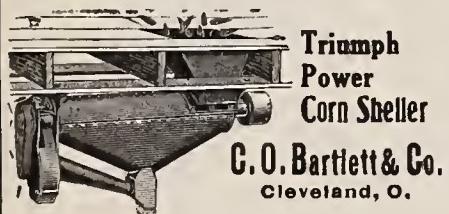
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Carries all kinds of grain and mill products in package or bulk. Gradual, uniform curve of belt secured without complicated parts. Bearings thoroughly lubricated and have adjustment for taking up wear. Tripper substantial and reliable. Entire system economical and satisfactory—nothing to get out of order.

We manufacture a complete line of Elevating, Conveying and Power-Transmitting Machinery. Headquarters for supplies. Send for Catalog 38.

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Very Durable—Small Consumption of Current

Will positively remove all iron from the grain.

Has retaining force of 500 pounds, making it impossible for any iron to pass it.

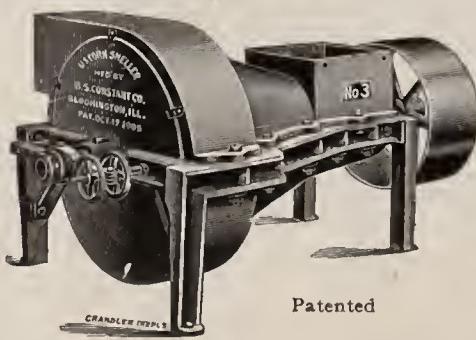
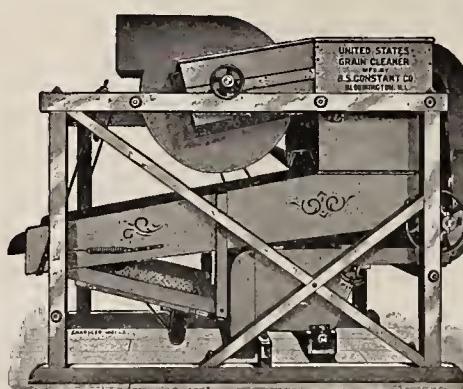
This machine does not deteriorate with age—on the contrary actually becomes more efficient with use.

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Fan Discharge, over or under, right or left hand.

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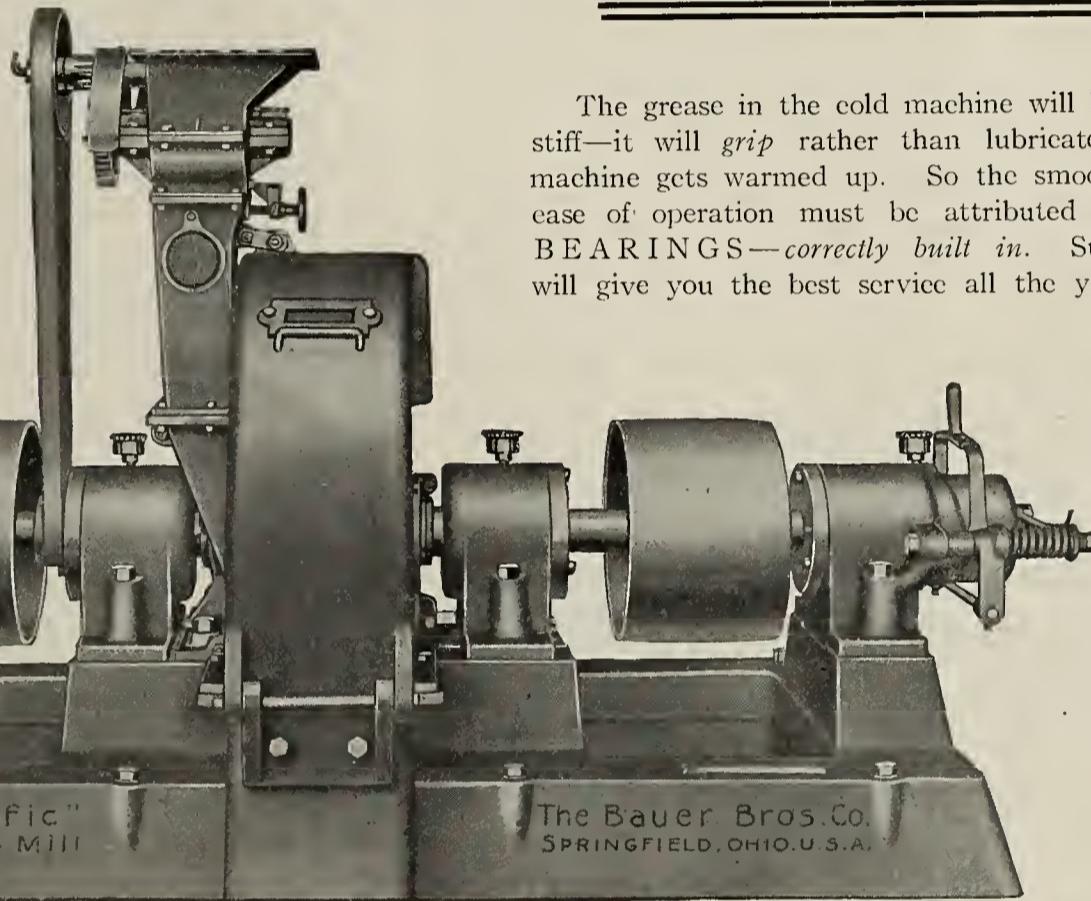
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SEE HOW EASILY THAT
'SCIENTIFIC' BALL BEARING
ATTRITION MILL RUNS, WITH
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Out in the cold—zero weather—put your hands on a pulley operating a Bauer "Scientific" Ball Bearing Attrition Mill and see how *easily* the mill starts—how smoothly and *persistently* it runs—in spite of the adverse conditions! Will a Babbitted mill do this?



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Not an ordinary mill into which have been placed ball bearings. But a machine ESPECIALLY DESIGNED on the correct principle. Planned by our engineering department. A perfect "Scientific" ball bearing mill.

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The value of Safety Springs, which operate in connection with the Scientific Quick Release, permits the plates to Automatically Separate until the foreign material has been discharged, when they return to their original adjustment.

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Stuffing boxes in the easing, around the mill shafts, prevent dust blowing into moving parts of mill.

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Saves reading the beam and writing the weight. Does not transpose figures. Your customers know that Fairbanks Scales are reliable. Satisfy them and protect yourself by using Fairbanks. Write for Catalog 10T544.

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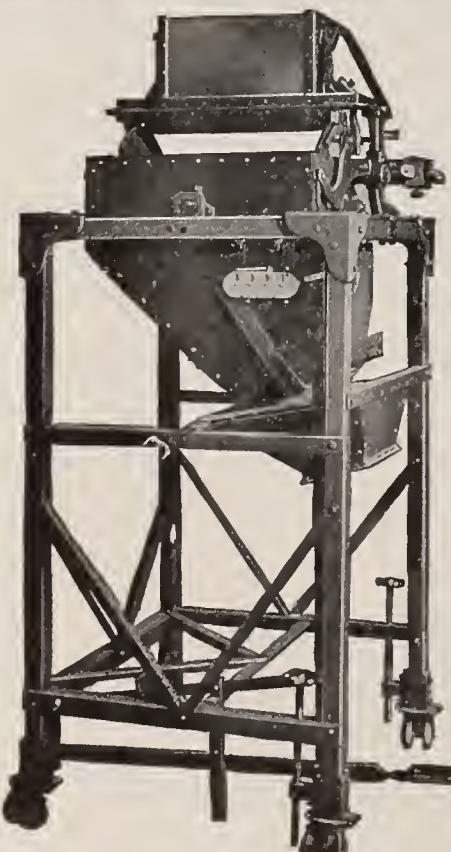
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Occupies
Small
Space

Most
Economical
to
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PORTABLE BAGGER

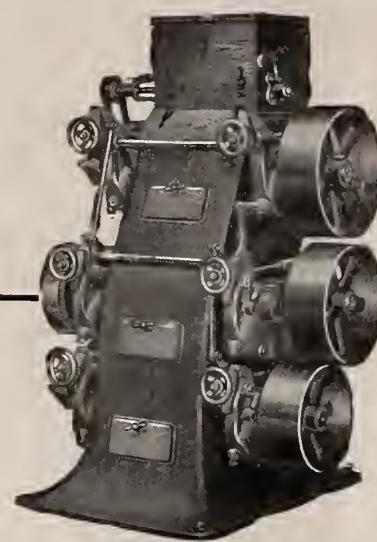
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No Bother
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Never
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Will Not
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60 Days'
Trial



You Need This Mill

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It has the characteristic N. & M. Co. rugged strength combined with flexibility of operation necessary to handle widely different stocks. Will grind extremely fine, medium or coarse, just as you wish.

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America's Leading Mill Builders



April 15, 1914.

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The American farmer demands a better product and Carbo Patented Flexible Steel Posts are his ideal, which gives CARBO dealers an exclusive advantage.

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- Our brotherly suggestions guarantee you success.

Write us for our special introductory dealers' proposition—and we'll lay our plan before you. Millions of Carbo Flexible Steel Posts are used by farmers everywhere, also by the U. S. Government and State Institutions, which give us their endorsements.

We have thousands of satisfied dealers. Why not join our ranks—now—before it is too late? Write for proposition "A"

Unit Post System
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should be provided with a HESS GRAIN DRIER, a HESS MOISTURE TESTER, and a set of HESS CORN SIEVES, so as to be ready to comply with the new

FEDERAL CORN RULES

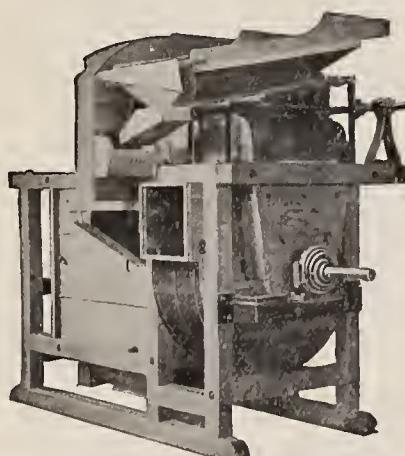
which will take effect July 1st. We are sending copies of these Corn Rules on request, on large placards for office walls, and a small vest pocket edition on heavy celluloid. These are **free**, and we would like to send you one so you may get posted.

After July 1st the moisture in corn will be measured and corn will be graded accordingly. You should be able to **control** the moisture, and to **measure** it so you may KNOW just what your grade is. There will be no "favored markets," for the regulations include the whole United States.

This is a good time to look the matter up and get ready. We will be glad to supply you any information you may require.

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what others do well—The “Eureka” does BEST



Eureka
 THE FIRST "SAFETY FIRST"

Oat Clipper

Equipped with
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 Ball bearings
 Self-oiling eccentrics
 Perfectly balanced cylinder
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A Trade Mark.
 "To Distinguish the
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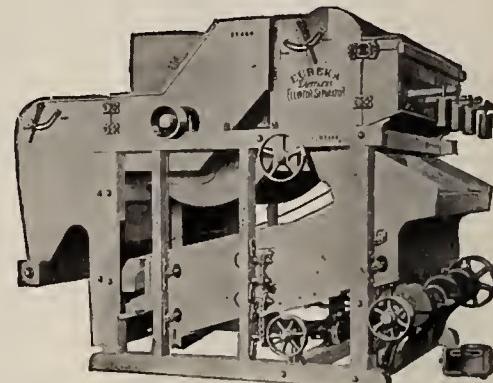


ELEVATOR OWNERS

who Investigate

all the angles to the grain cleaning proposition are apt to become confused by the claims advanced by manufacturers of new and untried equipment; but when "Eureka" machines are considered, solid ground is reached, for here every argument as to their superiority is backed by the experience of brother grain dealers, who have used them with complete satisfaction for many years.

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THEY WILL DO FOR YOU



Eureka
 THE FIRST "SAFETY FIRST"
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Equipped with
 Multiblade all steel fans
 Enclosed disc-oiling eccentrics
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Two Machines for the Price of One

THE No. 29 Double Blast "CLIPPER" CLEANER will give the same results passing the stock once through the machine that can be secured on an ordinary machine by passing the stock twice through.

It carries four full length screens mounted in two counterbalanced shoes. The stock passes over both sets of screens and through two vertical air blasts—equal to being cleaned twice.

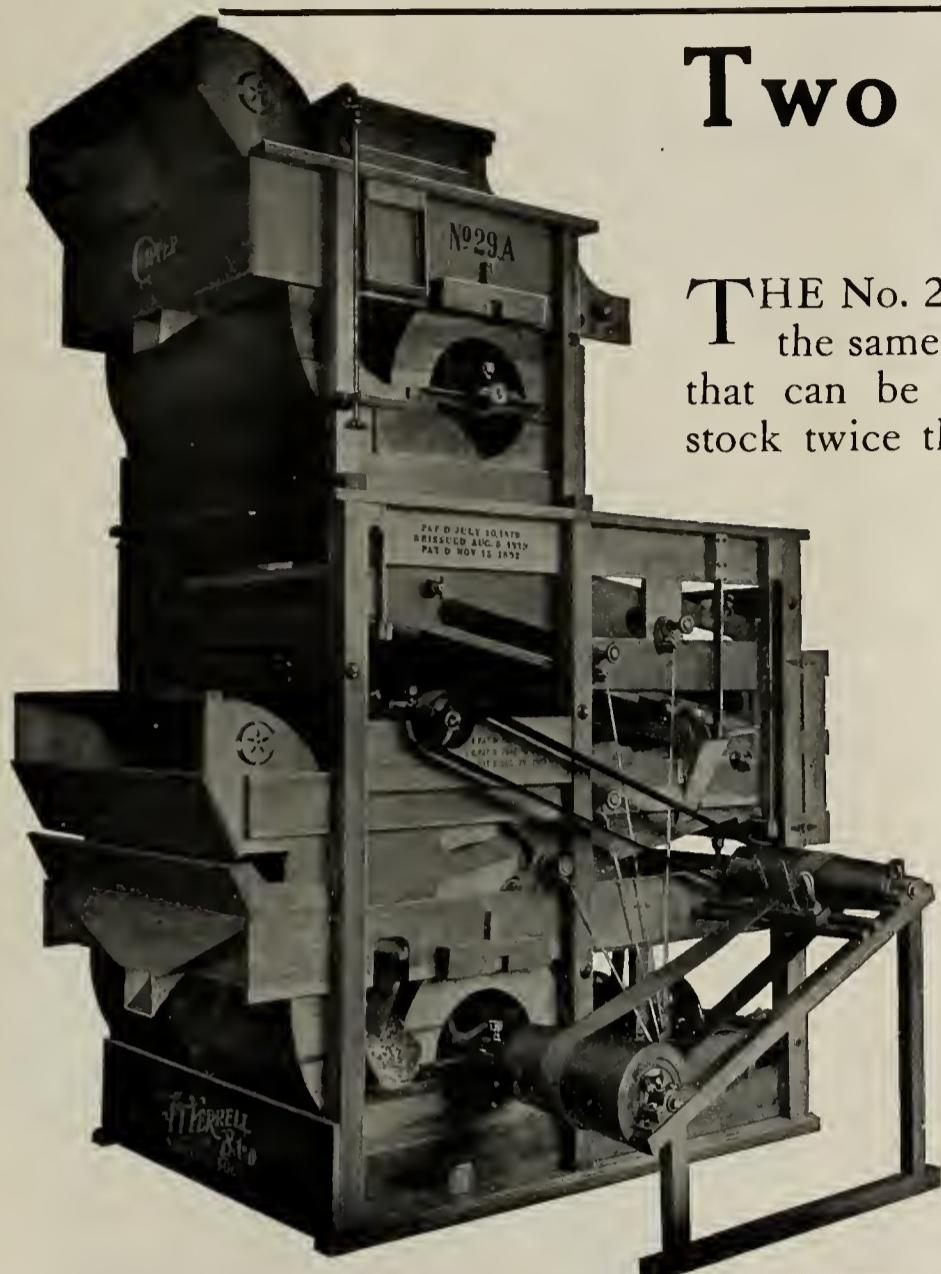
Each of the four screens is equipped with our Roller Bearing Traveling Brushes—the only perfect device ever invented for keeping the screen perforation from clogging.

The No. 29-A has no near rivals, and certainly is unequalled for the thoroughly satisfactory manner in which it handles all kinds of field and garden seeds, sweet corn, and for grading seed corn.

It is also equipped with the Special Air Controller, one of the many good mechanical features of our Cleaners. The Air Controller permits of wide variations of the air blasts and GUARANTEES ACCURATE RESULTS.

If you are looking for a machine with large capacity that will do the *best work* with the *least power*, write for our new catalogue No. 222.

A. T. FERRELL & CO., Saginaw, W. S., Mich.



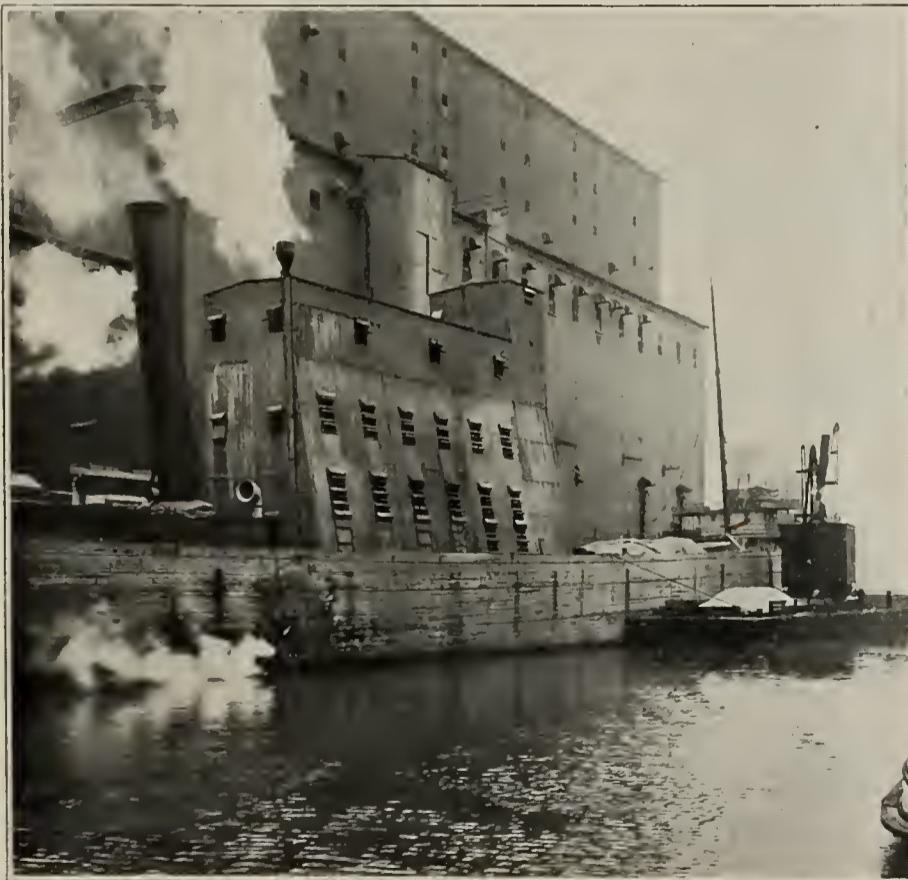
A Record for Capacity

The following runs of the Armour drier "Helena" were taken from an official report issued by the Canadian Government when the drier was at work in Port Arthur, Fort William, and Thunder Bay. The grain handled was composed of damp wheat and oats, some of it hot and caked. We believe this record will remain untouched for some time to come.

Wet Bushels To Drier.	Dry Bushels From Drier.	Shrinkage In Bushels.	Number of Hours Run.
140,089	135,389	4,720	22
120,318	115,392	4,926	22
192,433	185,504	6,929	22
127,110	122,665	4,345	22
140,880	136,768	4,112	22

According to the government report the "Helena" dried and cooled the splendid total of 2,209,801 bushels in 40 days. We have the official report that not one bushel of this entire amount went out of condition after drying.

The "Helena" has been in constant service at various points on the Great Lakes for a little over two years and, although she has weathered some pretty stiff "blows," is practically as good today as when first placed in commission.



The above photograph shows the Armour drier "Helena" salvaging 300,000 bushels of grain which slid into the Chicago River at the time of the Minnesota Elevator fire. Grain entering the drier tested 55 per cent moisture and was dried to 12 per cent.

The Ellis Drier Company

Postal Telegraph Bldg.,

Chicago, U. S. A.

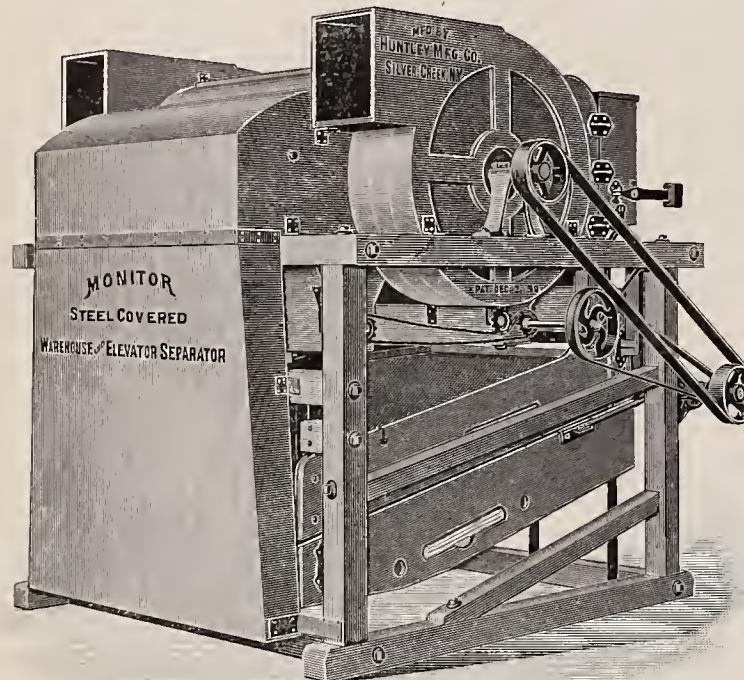
Grain Driers

Oat Bleachers

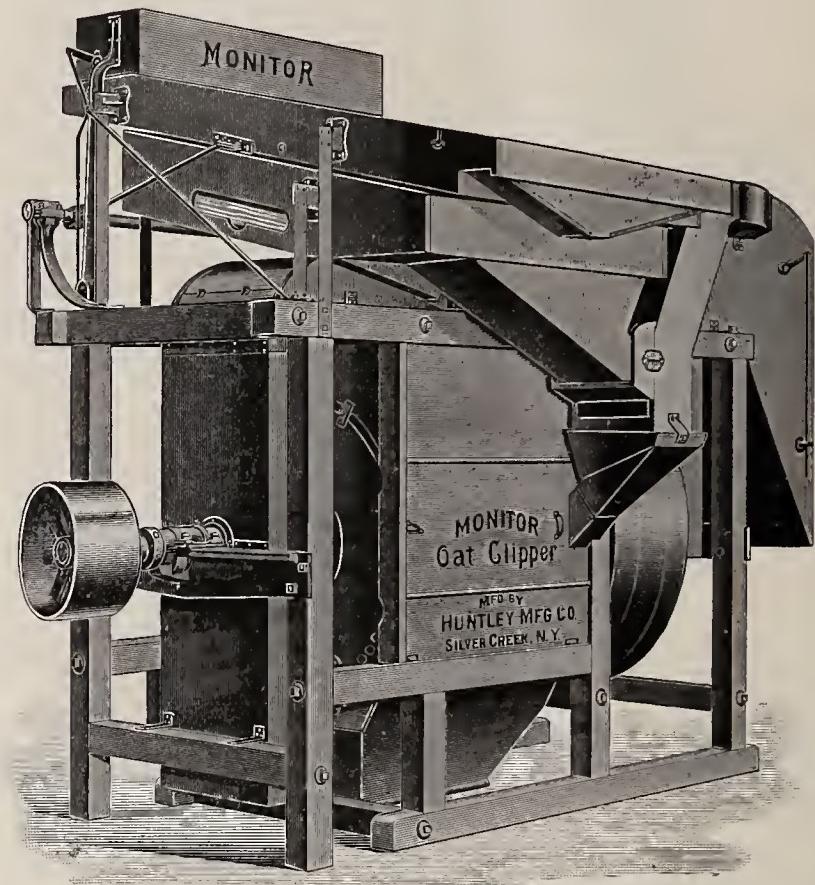
Best in the World

Oat Clippers

Grain Cleaners



134 Styles



Destruction-proof

FIREPROOF

You are insured against loss from fire with a "Monitor" *Fireproof* Grain Cleaner or a "Monitor" *Fireproof* Oat Clipper. To-day the enterprising grain dealer works to the lowest possible expense—and insurance *is an expense*; many of them prefer buying a fireproof Cleaner or Clipper to *paying higher insurance rates* on an outfit that is not fireproof. In our 134 styles of "Monitor" Cleaners and Clippers we have attained superior *fireproof* qualities of a very pronounced character. A careful checking of all the largest fireproof storage and cleaning houses will show "Monitors" in greater numbers than any other make; why more *fireproof* "Monitors" if they do not carry the best features—surely we could not get and *then hold* fireproof grain cleaner and oat clipper sales above other makers if we did not have the best.

WEARPROOF

Why use a fireproof Cleaner or Oat Clipper if not *wearproof*? Here is where "Monitors" excel—we have not sacrificed *wearing service* to get fireproof qualities—much to the contrary—our fireproof "Monitors" are capable of the same extraordinary work that made our *standard-make* "Monitors" the most-used Cleaners and Clippers in the world, in addition—fire cannot originate with them nor can fire destroy them. For refined, heavy-duty construction, simple, accessible mechanism, perfect manipulation and regulation—and the *maximum of wearing qualities* we can prove decided advantages to any grain handler who has a desire to thoroughly investigate such things. Again we say—if it's to be a *fireproof* machine, be certain also it's a *wearproof* machine.

CAREPROOF

Consistent performance day after day—year after year—the *most* in good performance with noticeably the *very least* in care and attention—a "Monitor" feature attested to by thousands of users. As a safeguard against annoyance, troubles and expense in operating Cleaners and Oat Clippers you should use "Monitors"—the most-take-care-of-themselves machines. This feature of "Monitors" make them a favorite with grain dealers *who know*. Get posted on our several types of entirely automatic machines—the newest clean-cut innovations in machinery for the grain dealer. Our catalog No. 45 and other literature explains fully.

HUNTLEY MFG CO., Silver Creek, N. Y.

The world's largest manufacturers of high-class grain and seed cleaning machinery.

A monthly journal devoted to the elevator and grain interests.

Official paper of the Grain Dealers' National Association and of the Illinois Grain Dealers' Association.



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CHICAGO, ILLINOIS, APRIL 15, 1914.

No. 10.

A Thoroughly Modern Country Elevator

New Plant of Indiana Concern the Outcome of Good Business Policy—Interesting Construction Details—Operated by Oil Engine and Lighted by Electricity—Steel Spouts and Friction Drives—High Grade Cleaning and Handling Machinery

TEN YEARS ago J. T. Sims and Charles A. Ashpaugh formed a partnership for operating grain elevators in Indiana. Mr. Sims had been in the grain business for about twenty years and Mr. Ashpaugh brought to the firm the good judgment and genial personality which was so much in evidence during the two and a half years he served as president of the Indiana Grain Dealers' Association. The firm adopted a policy at the start that has been highly successful. They built and operated elevators at a number of points in Indiana. In every case the building was planned and constructed with such care and wisdom that the property commanded a high premium among grain operators, and one after another the plants were sold to great advantage.

Pursuing this policy, the firm has recently completed an elevator at Royal Center, Ind., which is said to be one of the most modern and best equipped houses in the state. The plant has a capacity of 40,000 bushels and is covered with galvanized iron as a protection from sparks from engines operating on the track which deliver grain to the doors. It was designed and constructed by J. A. Horn of Indianapolis, Ind.

The basement, which is under the entire building and is 15 feet 10 inches deep, has two dump sinks, one gravity, the other fitted with B. S. Constant Patent Chain Feeders. Both dumps are equipped with Reliance Dump Controllers and automatic wagon stops. There are two elevator legs, the larger is equipped with 15x7-inch cups. It receives shelled or ear corn, the Western Sheller having a capacity of 1,000 bushels per hour. The head pulley has a friction drive and is fitted with a Hall Distributor which discharges corn and cobs to a Western Gyrating Corn Cob Separator. This separator is fitted with a Hall Distributor which operates to all bins. The smaller elevator leg receives small grain from the gravity sink and is friction drive, fitted with a distributor, discharging to all bins.

The operating floor is 12 feet 8 inches in height. Here an Avery Automatic Scale is located, discharging to either leg by which the grain is elevated to the head of the loading-out spout in the cupola, then through an 8-inch gas pipe to the car. All the spouts are made of steel, the drives are all friction, controlled with Weller Friction Clutches. Rope

chinery has been overlooked and the grain can be handled as rapidly and economically as it is possible to do so.

The electricity for lighting the plant is obtained from the lighting mains of Royal Center. Power could also be obtained from the town plant, if desired, but after mature consideration it was decided that for an elevator of this size motor drive would be less economical than other methods and the Fairbanks-Morse Oil Engine above referred to was installed. This is of sufficient capacity to take care of the entire load easily and efficiently.

The location of the elevator is ideal. Royal Center is a town of about a thousand inhabitants, and from the standpoint of a grain receiving center is surely worthy of its name. It lies on the tracks of the Pennsylvania Lines West and is within 100 miles of two big terminal markets, namely, Chicago and Indianapolis.

Indiana is rapidly coming to the front in connection with crop improvement work, and it is realized by all that the grain crops of the future are bound to take a big jump upward. The Sims-Ashpaugh elevator at Royal Center is built for the future as well as present conditions, and it will hold its place in the front rank of country elevators for a number of years to come.

The prominent position which the reproduction of the elevator is awarded in this issue of the "American Grain Trade" is more than justified. Although making no pretensions to size, this elevator for its capacity is

transmission is used throughout. A Weller Manlift operates between the basement and the walkway at the heads. Bowsher Grinders take care of the feed, and a Fairbanks-Morse Oil Engine furnishes the power. The entire plant is lighted by electricity.

Between the elevator and the office is a capacious warehouse. The office and driveway are enclosed with a 22-foot Fairbanks Scale and full capacity beam. No detail of equipment or of operating ma-

one of the best planned and most efficiently equipped of any country elevator in existence today. Messrs. Sims & Ashpaugh may well be proud of this up-to-date plant, a visit to which will well repay anyone who may be in the vicinity.

California's annual alfalfa crop has an estimated value of \$15,000,000, gathered from 728,623 acres. Commissioner Cook reports favorable effects of quarantine against the alfalfa weevil.



THE SIMS & ASHPAUGH ELEVATOR, ROYAL CENTER, IND.

Caring for the Motor Equipment

A Motor Responds to Good Treatment—Cleanliness a Large Factor—Advantages and Disadvantages of Self-Oiling Systems—The Evils of the Overload

By G. D. CRAIN, Jr.

IT is a well-approved saying that "the merciful man is merciful to his beast"—the experience of most men, moreover, being to the effect that it is good business to take good care of horses, at least, because they give better service when they are well cared for. The average elevator man also knows perfectly well that it pays to see that his mechanical equipment is kept in good order, by occasional overhauling and oiling, adjusting when necessary, and by other steps calculated to keep it running at the highest degree of efficiency.

Strangely enough, however, this same average man seems to think that electrical equipment is an exception to this universal rule regarding the care of machinery. He is told by the electrical man, with some degree of truthfulness, that a good motor comes as near to being absolutely "fool-proof" as anything mechanical could well be; and, with this in mind, he usually acts as if he meant to test the assertion to the utmost limit, by disregarding every principle of the care of mechanical equipment.

If electric drive were a rare thing in the grain and elevator trade, this would not be a matter of any particular interest or importance. Ten years ago, for example, a discussion of the use of motors in grain elevators would probably have been a matter of the thinnest possible academic interest, for the reason that electric drive had not then been so generally applied as to be used in practically every industry. Business men knew very little about its use compared to the extent of their information to-day.

Elevator men of the up-to-now type have learned, however, that they have in electricity a form of power which is highly flexible, easily controlled, and, for both of these reasons and still others, very economical; and, this being the case, they are turning to it in surprising number. There are many large plants, built years before electricity came into anything like the use which it now has, which have equipped additional elevator legs and conveyors of various types with motor drive, by reason of the various advantages referred to, while adhering to mechanical drive for the older part of the plant.

In a word, then, electric drive is not by any means a rare thing with elevator men, however new it may be in any given case. There are motors everywhere, doing the work which was formerly accomplished by a myriad of belts and shafts—and, he it remembered, doing it better. And, to get back to the point suggested at the outset, they are in too many cases by far working under the disadvantage of lack of care and attention, which is calculated to reduce their efficiency far below what it should be.

The first requirement of machinery of every kind may be said to be cleanliness—freedom from dust, that is, because machinery is clean only when it is free from dust and dirt. And a grain elevator is about the dustiest kind of plant which could be found, even under the best of circumstances. A certain amount of flying particles are given off unavoidably in the handing of corn and wheat and oats, and these find their way into the air, no matter what precautions in the way of dust collectors are used.

This means that the motors, as well as the rest of the equipment which may suffer from dust, should be cleaned regularly, in order to prevent the evil effects which follow when delicate bearings and other working parts are permitted to become clogged with foreign matter. Yet, with the thought that the motor is "fool-proof" in his mind, the elevator man is likely to let it run indefinitely, without a thought that it would appreciate a thorough cleaning.

There is such a thing as being merciful to a mo-

tor, as well as to a beast; and while it could hardly be said, perhaps, that a motor would experience a feeling of gratitude at attention of this sort, it is certain that it will do better work than without the occasional removal of the inevitable accumulations of dirt and dust which creep into the elevator plant.

In many plants the motors are protected to a certain degree from atmospheric dust, as well as that resulting from operations going on immediately around them, by ordinary boxes, which are placed over them, with wide slots through which the belt can pass, if the motor is not direct-connected. This undoubtedly helps some; but even where this is done, the manager of the plant should not make the mistake of thinking that he has completely protected his motors against dust. He should also provide for regular cleaning, for failure to do so will certainly result in trouble sooner or later.

Failure to clean and failure to oil are kindred faults, and have much the same results. Failure to oil, for example, results in excessive friction on unprotected bearings, and the bearings, naturally, burn out; and even if there is plenty of oil, trouble of this sort is possible where there is unlimited dust. At least, there is likely to be noticeable a tendency to clog, when the oil has become mixed with the dust; and this means that the motor is running against an undue handicap, and must, therefore, necessarily, be relatively inefficient as compared with what it should be.

Nowadays most motors are built under a self-oiling system, by which they carry a supply of oil which will run them for thirty days or more. In some ways, this is undoubtedly advantageous. It makes it unnecessary to oil frequently; but, at the same time, it makes it an easy matter to forget to oil at all, and when the oil runs out and is not replaced, there is sure to be trouble.

This self-oiling system, so-called, is of course one of the several things which go to make the motor "fool-proof," but, as suggested, it has its limitations, for the reason that there is no way to renew the supply of oil, once exhausted, without the interposition of the man in charge. And another feature of this sort, which works well in many cases, is the fact that the bearings surrounding the shaft are of babbitt, and literally burn out when the oil is exhausted and direct friction results.

But, again, there is no possible way to guarantee that there will be somebody around to notice the smoke curling from the burning bearings, and take the proper steps to remedy the trouble, by stopping the motor and providing some oil. Periodical cleaning and oiling will assuredly prevent burning out, whereas if one relies too much on the self-oiling system, and the warning wisp of smoke, the trouble is likely to occur when there is no one around to take care of it.

In an amazing number of cases motors are overloaded, to an almost incredible degree, and, in fact, without much understanding of the reasons why it is the worst of bad policy to do so.

"Why not?" may be asked. "It's just a piece of machinery—there is no direct strain on it, and there's no reason why it should not carry a little more current than it is supposed to."

It is undoubtedly true that a motor can be compelled, after a fashion, to carry a heavier load than it had any right to carry, or rather, than any man has a right to ask it to carry. Motors are usually made and sold under a manufacturer's guarantee for a 25 per cent overload for two hours; but this does not mean that they should regularly be asked to handle more than their rated capacity. The excess capacity under which they are made is an emergency factor of safety, and not intended for steady use.

To compare the motor with a horse for the second time—and the comparison is more apt than appears at a glance—one can overload a horse regularly, and he will do his best to pull the load; sometimes he "gets away with it" for awhile; but there comes a time when the strain tells, and then the overloader finds that he has a dead horse on his hands.

So with a motor. While it will handle an unduly heavy load, if it is made to, there is always the danger of burning out the armature—the very vitals of the machine, so to speak—charring the insulation off the wiring, and otherwise tearing things up, rendering the motor quite useless without expensive repairs. It is much better to have the motor of a size ample to take care of the load, and to get a larger motor when, by reason of any change which may occur, the load becomes heavier, than to risk ruining it completely by reason of a mistaken economy in the use of a size too small.

Other difficulties result from failure to give proper attention to motors, which, as many elevator men have learned from costly experience, will not stand complete neglect any more than will any other kind of machinery. In many of the larger cities, where there are great numbers of motors industrially used, there are electrical concerns which make a business of giving a service which consists of caring for motors, under a guarantee to keep them running without any loss of time. Where there is such service available it is usually the part of wisdom to use it, unless there is a competent plant electrician; and where there is no outside concern handling such work, some man in the plant should by all means see to it that such matters as cleaning and oiling, at least, are taken care of.

THE McCUMBER AND LEVER BILLS

The grain trade as a whole is familiar with the Lever and the McCumber Bills in a general way, but the specific points upon which they concur and upon which they differ may not be so well known. For that reason, and because both of these bills, which so vitally effect the grain trade, are before Congress now, a comparison of the two may be of interest.

Both bills provide for standardization of grades of all grains by the Secretary of Agriculture. After such standardization of any grain has been determined upon it shall go into effect within 30 days according to the McCumber Bill, while the Lever Bill gives to the Secretary of Agriculture power to say when it shall become effective.

The McCumber Bill provides that all transportation companies handling grain destined for or which has been in interstate commerce shall notify chief inspector at destination; that it shall be unlawful to unload such grain without inspection. On receipt of notice of arrival, the inspector shall grade the grain and deliver certificate to owner or his agent. And further: "That it shall be the duty of said inspectors to inspect and grade all grain arriving or collected at any of the aforesaid grain centers (where inspectors are located) and which at the time of inspecting and grading of the same has been shipped from any other state, territory or country than the state, territory, or country in which the same is inspected, or is intended for shipment into any other state, territory, or foreign country before the same is unloaded from the car, vessel, or other vehicle in which the same was or is being transported, and to charge and collect from the owner thereof such fees for the inspection thereof as may be fixed by the Secretary of Agriculture, etc." Also that intrastate shipments shall be inspected, by request, upon the same terms. All interstate shipments of grain must be inspected and graded, also all grain which has been mixed or treated must be reinspected.

The Lever Bill provides that no grain shall be sold or shipped, unless the grade upon which it is sold is a standard grade, provided that the Secretary of Agriculture may permit variations. That no grain shall be shipped or sold under a false or misleading name, whether graded or otherwise. But this grain

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can be sold without reference to grade if the description is not misleading.

The McCumber Bill provides that no inspector shall be interested in, or employed by one who is interested in, the handling, shipping, purchasing, or selling of grain. According to the Lever Bill the Secretary of Agriculture may issue a permit to anyone who can submit satisfactory evidence that he is qualified to inspect and grade grain, and only such licensed persons can give a certificate of grade.

The McCumber Bill does not provide for any settlement of dispute on grade. The Lever Bill provides that disputes shall be referred to the Secretary of Agriculture who shall have investigation made at the expense of the person referring the dispute. The finding of the Secretary, made after the parties in dispute have had opportunity to be heard on the question, shall be accepted in all courts as *prima facie* evidence of the grade.

Mr. McCumber would have violation of his bill punishable by a fine not to exceed 5,000. Mr. Lever would revoke the license of the inspector. An appropriation of \$850,000 is provided by the McCumber Bill to carry it into effect. Mr. Lever requires only nominal salaries for the inspectors as they, for the most part, will be regularly employed by other persons, states or associations.

SHIPPERS MUST AID CARRIERS

The Interstate Commerce Commission recently decided in favor of the railroad a case where grain rates were in dispute. Reparation was asked for local charges between Boston, Wis., and Milwaukee and Chicago for certain shipments of grain which were milled in transit, the grain having originated at Minneapolis and the through rate from that point to Boston being the same as to Milwaukee and Chicago.

The plaintiff, William F. Gadow, had received milling in transit privileges for some years, but on his refusal to allow agents of the railroads to inspect his shipping books to check their accounts, these privileges were withdrawn for two months. During that time he paid full local rates and subsequently tried to have them returned.

In deciding the case the Commission said in part: "It is the duty of shippers to aid carriers in their

A Severe Disaster in St. Louis

Building of St. Louis Seed Company Is Partially Demolished by Falling Wall—An Aftermath of the Missouri Athletic Club Fire—Six Employees Killed Outright and Many Seriously Injured

FOllowing the fire in the Missouri Athletic Club, which destroyed so much property and life, the St. Louis Seed Company building next door was wrecked by the falling of the west wall of the club as the debris in the ruined building

the wall fell, crashing through the seed house from roof to cellar. Most of the regular employes of the company were at work in the building at the time; six men were killed, one girl was taken out alive, but at the hospital no hopes were entertained of



RUINS OF THE ST. LOUIS SEED COMPANY'S STORE

was being cleared away, with a loss of six lives and injury to a dozen others.

The four-story building of the seed house had suffered to some extent from the original fire, and on March 17, a large number of workmen were en-

her recovery, and about twenty others were buried in the debris and more or less severely injured.

Many miraculous escapes from death were reported. Three girl employes were on a back balcony at the time. When the roar of the falling wall was heard they separated, two running toward the falling wall and the other away from it. The latter suffered severe fractures and lacerations, the two others escaped with slight injuries. The manager, James H. Cobb, was talking with three men when the wall fell. With a warning shout to his companions he ran toward the front of the store, directly in the path of the falling masonry, and was buried. The others huddled against the wall and escaped without injury although they were imprisoned for a time. Cobb was subsequently rescued after some hours of suffering. When he was first located a flask of whisky was lowered to him through crevices, and he helped direct the work of his rescue.

When the dust created by the falling mass of stone had cleared away, a large force from the police and fire departments began the work of rescue, aided by many workmen from the wrecking crews. The groans and cries of the injured mingled with the songs of dozens of canary birds which had been kept in the feed store and were now released and flew about the wreckage. The work of rescue was made extremely difficult as there was continual danger that any work which might be done would release piles of debris on those imprisoned below, and they would be smothered. One of the pictures shows a gang of men searching the debris for bodies. The negro in the center is talking to the manager, who lies buried under the wreckage.

Under the able direction of the leaders, the work was performed with the greatest possible dispatch, and many rescues were effected at no small risk to the workers. For some days the work continued. After 37 hours of digging a party of workmen who were trying to extricate a dead body from under the wreckage heard cries for water from the basement. The entire force of 80 men was immediately



WORKERS IN THE WRECKAGE TRYING TO LOCATE THE INJURED MANAGER

efforts properly and effectually to police transit privileges." The plaintiff having refused to do this, the railroads were acting lawfully in refusing the privilege, and on this finding the case was dismissed.

The ear of "Boone County White" corn which won one of the prize cups at National Corn Exposition is valued at \$1,000, and many offers have been made for single grains at a dollar a piece.

gaged in repairing the damage done to the rear of the building which had been crushed in when a portion of the annex wall fell. Above the seed house towered the skeleton of the club house wall, seven stories high and 17 inches thick. The wall had been examined and pronounced safe unless a high wind came up. About noon on St. Patrick's Day the wind began to rise. Building Commissioner McKelvey immediately ordered out the workmen, and the large force of 150 men had hardly left the building when

put to work to locate the injured man, and after half an hour of laborious work he was found and released. He proved to be Thomas Burke and was in a greatly weakened condition from lack of food and water and from the pain in his badly bruised feet which were held fast by timbers. After being given water, Burke started to tell of his experiences, but the ambulance physician forbade him to speak on account of his condition, and he was removed to the city hospital.

As this story is written much of the debris still remains to be removed. One woman and three workmen still remain to be accounted for.

A. H. Hummert, vice president of the seed company said that he had sought advice about the safety of the wall which fell, and had been told by those

in charge of the work at the M. A. C. ruins that the wall was safe. He did not like the looks of things, however, and said that the place had been opened for business against his personal convictions.

To prevent a repetition of this disaster dynamite was used on the ruins of the Athletic Club walls still standing. Five attempts were made to tear down the walls by means of cables attached to trolley cars. Two small sections of wall responded to the efforts, but in the other three attempts the cables broke, so dynamite was used instead.

This disaster to the St. Louis Seed Company is the most severe that has been visited upon a house of its kind in many years, and will remain unique in that so much property was destroyed and so many lives lost from a cause other than fire.

cost which permitted of the freest competition abroad. But the Hungarian farmers finally raised the cry that the native wheat was being neglected, and the milling-in-bond-privilege was taken away.

In this connection it is of interest to note that the farmers of the country are a great political force in government affairs. Agriculture is by far the most important industry, in spite of the treacherous climate, and the farmers are so well organized that the agrarian party in parliament is one of the strongest groups in that body.

In density of population Hungary ranks third in Europe and the remarkable figures representing the percentage of land cultivated or productive in Hungary are astonishing. After very consistent

Hungary's Greatest Grain Elevator

How Grain Is Stored and Cleaned in an Important Danubian Country—Beauty of Design a Consideration as Well as Utility—Budapest a Big Milling Center

AMONG the world's crop reports effecting the price of grain one of the most important is that of the Danubian district, which lies largely in Hungary and of which Budapest is the center. The Hungarian wheat crop is the fifth in size in the world and is only exceeded in Europe by that of Russia, the average being in the neighborhood of 170,000,000 bushels.

The Budapest Elevator, which is the largest in the country, is of considerable interest, as it shows

railway and wagons, both in bulk and in sacks. Four marine legs handle the river receipts which are elevated to a German make of automatic scale hopper. The grain from the cars, which operate on the four tracks traversing the plant, and from the wagon dumps, is elevated to hopper fitted with Fairbanks Automatic Scales, and from them distributed to the bins or to the cleaning and grading departments. The maximum capacity of the plant is 36,000 bushels per hour for receiving and for shipping about 22,000 bushels per hour.

The equipment for cleaning and transferring the grain is most complete. In part it comprises two warehouse separators, 32 cylinders for cleaning wheat, 32 cylinders for barley, eight graders, and three cylinders for oats, with a daily capacity of about 3,500 bushels. The power is derived from two steam engines of 200 horsepower each.

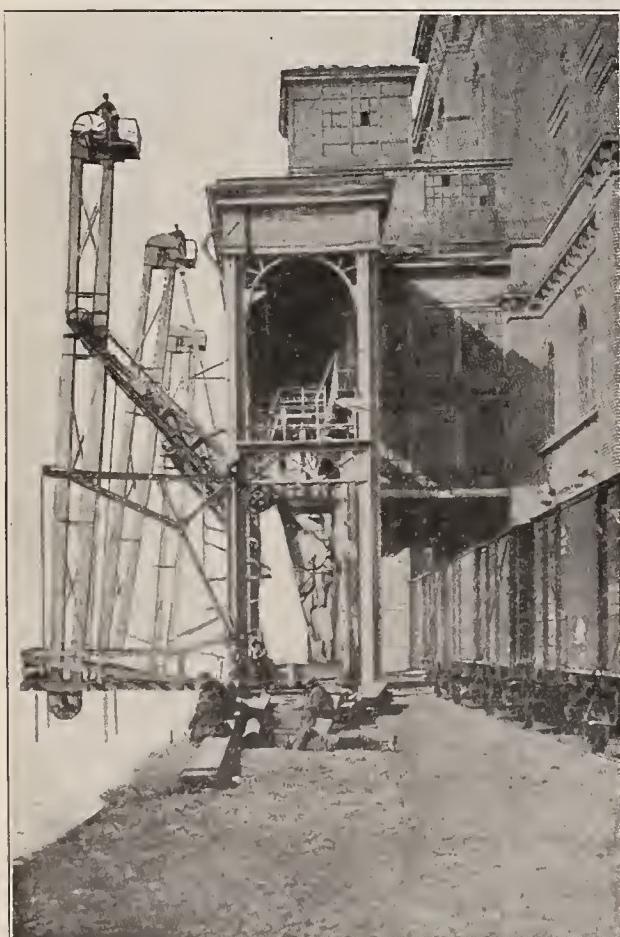
In addition to the elevator proper, the plant comprises four storage buildings of massive brick construction. These warehouses have a capacity of 840,000 bushels each, a total of 3,360,000 bushels.



SAMPLING GRAIN ON THE BUDAPEST QUAY

efforts on the part of the Government, 94.77 per cent of the whole of the nation is productive and it is small wonder that export of grain and grain products equals the amount of home consumption, or 80 million bushels.

It is a noticeable fact that in Hungary, where the grain trade resembles very closely the system in operation in this country, there is a daily price list of grains sent out, as quoted on the floor of the Budapest Corn Exchange. This idea was put into operation many years ago in the more important towns and the network gradually increased, the last available statement showing 383 informa-



MARINE LEGS OF BUDAPEST ELEVATOR

the typical difference between the architectural development of Europe and America. In this country utility is the only consideration. In Europe utility is combined with beauty. No matter how humble the purpose of a building may be, it must fulfil the requirement of comeliness in style and adornment, or it is not permitted. The Budapest Elevator in its park-like surroundings from its appearance might well be a church or at least some great municipal building worthy of the highest civic pride. But its gain in appearance has meant no loss in efficiency.

The elevator, according to *Milling* [Liverpool], has a capacity of 918,400 bushels. It is built on the bank of the Danube River with a frontage of 2,500 feet on the quay and a width of 230 feet. The storage bins are square and are divided into 10 groups of 29 bins each. The grain is received from barges,

each house is equipped with a steam crane, elevators and two hydraulic freight elevators.

The amount of grain handled each year through the Budapest Elevator is very large as that city is the center of the milling industry of the country and much of the grain comes to the port. At one time the mills of Budapest were the most famous in the world, and the flour exports are still of great magnitude. Up to 1900 the millers had the privilege of importing wheat, under bond, free of duty and exporting the flour. Most of this imported wheat was soft and of low grade, principally from Servia and Roumania. This was mixed with the domestic hard winter wheat, and the flour was milled at a

tion stations. The prices are communicated by telegraph and give the producer the benefit of knowing just how prices are fluctuating and the effect which foreign conditions are having on the local market.

The elevator, as may be seen from the illustration, is highly ornamental. Also the government agricultural buildings are all decorative. Many of them rise sheer from the waters of the Danube, quite imposing and very extensive. The Danube at this point presents a busy sight as a winter port, and barges of all descriptions, with tall smokestacks, low cabins and large and small capacities for grain, are plentiful.



GENERAL VIEW OF THE BUDAPEST ELEVATOR

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The Romance of Grain

A History of Grain and the Grain Trade of the World from Remote Ages

By JOHN McGOVERN

Author of "The Fireside University," "Hospitality," "Paints and Pigments," "Trees," "An Empire of Information," Etc.

CHINA [CONTINUED.]

CHINA, like India, deals with Rice, as America deals with Corn. The paddy-fields are crossed with narrow stone-paved pathways. In hot weather, with cholera abroad, the white man must flee to the high places.

The records, repeating tradition, state that Ching-Houng, the successor of Fohi, taught men to make bread from Wheat, and wine from Rice, 1998 B. C.

Marco Polo, in the thirteenth century of our era, mentions the Wheat grown in the countries of Asia as he passes them on the way to the city where Kublai Khan reigned.

There is nearly as much variation in the Chinese Empire as there is in the United States with the Philippines, Alaska, and Porto Rico. The Eighteen Provinces themselves are like the United States. Beside that, let the mind sweep over Manchuria, Mongolia, Tibet and the two Turkestans! One inner province, Sze-Chuan, has 80,000,000 inhabitants. Think of the paddy-fields! There are "restaurants" a mile long, but only a few yards wide.

THE SLOW CHANGES.

Stretching over the thousands of years since Gog and Magog left the plain of Shinar, there was, of course, a glacier-like movement of things in China, up to the time of Vasco da Gama, yet no Western man would consider that things were changing.

The Chinese chronicles begin with: "Examining into antiquity, we find," etc. And they find customs that stand near to those of Egypt and Babylonia (in the opinion of Prof. Simcox). But, by 237 B. C., the Chinese conscience had risen superior to the Akkadian, Egyptian, Hebrew plan of a scapegoat. It is recorded that a new star appeared ominously, "perplexing monarchs," as John Milton long afterward sang. The Duke of Sung refused to have the scapegoat hymn of imprecation recited, to merely save himself. The astronomer advises the Duke: "A calamity threatens your highness, but it can be diverted upon one of your counsellors."

The Duke refused the imprecation, and gave his reason, as he did also for not wishing the calamity upon the people—

"One can divert the evil upon the crops."

"If the year is bad, the people will suffer scarcity and die of hunger. My destiny is irrevocable."

Finally, 166 B. C., the Emperor Wen (Han dynasty) proclaimed: "The Secret Supplicator diverts the course of calamities upon my subjects. I cannot permit it. Henceforward he is suppressed."

We may see the politics in such a proclamation, but the glacier of superstition was moving.

One expensive religious rite after another was

abandoned, so the sages taught, until finally nothing was left but the imperial act of homage to Heaven and earth and agriculture in the ceremonial ploughing.

THE PUBLIC TREASURY.

The Sacred Books (Li Ki) regard the common fields as a national grain bank. Rice was lent to the cultivators at seed-time, and repaid at harvest to keep the public stores fresh. The very poor paid no interest, even to the public treasury.

In good years the national tax was three days' labor; in middling years, two; in bad years, one. Sometimes all taxation was excused.

A CHINAMAN'S RATION.

The Book of Rites estimated the quality of Rice consumed per capita in average years at 1½ pounds per diem. With a bountiful harvest it might be 2 pounds; in a bad year it might fall to 1 pound. When the latter point was reached, it was the duty of the officers to import grain from adjoining provinces, to colonize the people elsewhere, or to cut down the customary expenses of the yamen (palace).

In the third book of the Li Ki, the year's receipts are to be calculated as soon as possible after harvest. The average revenue of thirty years should be computed. A thriving state was one in which a surplus of Rice had been accumulated sufficient to provide for a series of six bad years; a state that had not a surplus sufficient for three years was doomed to prompt extinction. A third could be saved in average years. There could be nine bad years in thirty—there must be three. Nothing could injure a State that had nine years' stores.

A tithe of the harvest might be set aside for the food of the dead (sacrifices), as the loaves awaited the soul of our Sevak Re, back in Egypt. But those sacrifices were only cordially approved in the years of abundance. That is, the faith was decaying.

A GREAT DIFFERENCE.

The main difference between ancient and modern life, or oriental and western life, is that in one credit was actual food; in the other money is a universal warehouse receipt. If all the receipt-holders refuse to be satisfied save with only one kind of stores (property) panic must result. For instance, America raises three-quarters of a billion of Wheat. It has in circulation four billions of money. If all want Wheat at a dollar a bushel, Wheat must go to four dollars a bushel to even things.

Panic has come in America when the elevators were bursting, when the factories were piled high with finished product. That could not happen in

Egypt, Babylonia, or China. The Pyramids of Egypt and the irrigation of Mesopotamia were and are works as prodigious as any of the industrial accomplishments of modern man.

PRECISE FACTS AND FIGURES.

In China the classes rank themselves in dignity, with the literati first, the cultivators second, the mechanics third and the merchants fourth. Barren the first rank, to which all might aspire, the son ought to follow the state of his father. Let us catch, if we can, the average condition of a cultivator in a certain fertile valley (province of Fo-Kien). By good fortune M. Simon, author of "The Chinese City," was treated as a worthy and not more impolite friend than must be the fate of any foreign devil or Fank-We. M. Simon had made the acquaintance of Wang-ming-tse and his son on the highway, and they had partaken of tea. M. Wang borrowed the tea at a house near by, and it brings \$2 a pound straight from the buyer (flowery tekoe). They separated and went on their way, M. Simon to a fashionable watering-place, or pagoda near by. The cultivator (called "peasant" by M. Simon) made inquiries as to the probable *status* of the polite foreign devil, and, having received satisfactory reply, sent to the pagoda a large engraved visiting card bearing the name of Wang-ming-tse. This was followed in person by father and son in robes of ceremony. On the following day M. Simon returned this visit and was constrained to dine. The entire family was presented to the guest and the dinner lasted two hours. Fish-broth, ducks and chickens, pork and mutton, vegetables, sweet and pickled *entremets*, the bowl of Rice, and fruits, cakes, Rice-wine and liqueurs for dessert were served. Two half days of work were lost in the visits, and the dinner was the usual holiday feast of the family. M. Simon was allowed to investigate the budget and history of M. Wang's household, and secured complete data covering the village or group.

[TO BE CONTINUED.]

GRAIN AFLOAT IN BUFFALO HARBOR

The report of J. S. Smith, lake weighmaster at Buffalo, reveals that on February 16 there was a total of 11,585,078 bushels of grain afloat in the Buffalo harbor. This amount is stored in forty-one vessels. The amount is unusually large for this time of year.

Grain men find a reason for the excessive amount in the nature of charters made by vessel men at the close of the 1913 season of navigation. These contracts for the storage of grain for the winter stipulated that if the vessels were not unloaded by December 29 they could not be forced under the elevators until March 20. The vessel men thus escaped the burden of being compelled to move their craft about in ice-filled channels and at a time when they might be hard pressed for crews, to say nothing of

Another factor which has no doubt assisted in



A CLOSE VIEW OF AN ICE-INCROUTED FREIGHTER AND A LINE OF GRAIN-LADEN STEAMERS IN WINTER QUARTERS AT BUFFALO, N. Y.

THE AMERICAN ELEVATOR AND GRAIN TRADE

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making the total amount now afloat so large, was the unusually large volume of grain which was brought down the lakes during the past season of navigation. (The report shows that of wheat there are now in vessel storage 4,044,588 bushels; oats, 3,373,115 bushels; rye, 88,610 bushels; barley, 1,600,816 bushels, and flaxseed, 2,477,949 bushels).

In the accompanying illustrations a row of loaded freighters inside the breakwater is shown, and a near view of one of the ice-encrusted steamers. During the recent heavy weather the seas broke over the breakwater, throwing spray many feet in the air. The spray froze as it alighted on the vessels until they were completely covered with a thick sheeting of ice.

A SUCCESSFUL BEAN FIRM FOUNDED BY CHANCE

In the fall of 1902, an innocent and unsuspecting Hoosier traveled North on the Lake Shore & Michigan Southern Railway, looking for an opportunity to buy beans and potatoes. With no ac-

ware-room on second floor, direct to car, so designed that three men can load a car of beans in less than an hour.

In 1912 an addition of two stories 70x30 feet was added, making now one of the most up-to-date and complete bean and grain elevators in the state of Michigan.

TRI-STATE MEETING AT LIMA

The Tri-State Grain Producers and Shippers' Association held another of its frequent meetings on March 27, in Lima. There was a steady downpour of rain all day but many members and receivers turned out to see the settlement of several important questions, among which were the resignation and temporary secretaryship of Mr. Riddle; the tiff between the association and the Toledo market and other routine and special features.

H. W. Fish of Marion was again elected chairman of the meeting owing to absence of the president, but was later superseded by ex-President Dolbey. The program lined up a morning and afternoon

New York state. He then sells this shipment as seed corn advertised at something like 98 per cent germinating test. It is alleged that his offers both for the buying and selling are made very attractive and that his place of business has the appearance of a blockhouse and the environments of a secret society. Another company against whom members were warned is the Northern Ohio Sand Company, doing scooping around Paulding and shipping into Michigan.

RAILROAD LEGISLATION AND REGULATIONS

A communication from J. W. McCord, secretary of the Ohio Grain Dealers' Association, was read recommending strongly the Pomerene Bill of Lading Bill, known as Senate Bill 1654. He advocated the sending of individual letters from the dealers to the senators approving the bill and asking for its speedy passage. Another matter upon which Mr. McCord asked particular thought was the 5 per cent freight increase proposed and the counteracting and menacing proposal of charging for all socalled extra service, such as spotting cars, milling-in-transit, etc. He felt this matter of grave importance should stimulate the dealers to individual letters of appeal to the Interstate Commerce Commission.

Mr. Fish, who had been doing a little quick thinking and figuring during this reading showed how this extra service charge would amount to an enormous increase in the cost of production at his mills and instead of a 5 per cent increase in transportation cost there would be an increase in total cost of production of from 8 to 10 per cent. The question was discussed and the policy of the railroads disparaged by Messrs. Cruikshank, McMillen, Southworth, Fish and Crowe. It was plainly seen that shippers would much prefer to see the 5 per cent increase go through rather than have their individual arrangements interrupted.

A talk on "Our Association—Its Purposes, Plan and Practical Workings" followed and the critical state of the association's affairs at present time divulged. An exploitation of the by-laws and "Declaration of Purposes" was made by Mr. Riddle, who told of the fluctuation of values which had taken place since the organization had been founded.

The Hon. R. R. Kennedy, representative in the Ohio Legislature from Allen County, was presented and spoke of the Ohio Seed Law, a subject which seems to have been discussed in Tri-State meetings for over half a year without any effect or conclusion other than that the law was inoperative and detrimental. The Hon. Mr. Kennedy stated the law was impractical and formulated by an idealist and read in justification of this decision in length from the *American Encyclopedia*. He advised the association to ask for a repeal of the law as being unconstitutional.

The committee on the election of a new secretary held several sessions and finally made the announcement of a very conditional and provisional choice. Finances and general condition of the treasury formed the subject of discussion for the remaining part of the session.

THE ATTENDANCE

Among the members and visitors present from northwestern Ohio were J. D. Spangler from Defiance; L. Black, Elgin; E. L. Diller and Noah Diller of Bluffton; D. R. Risser, Vaughnsville; Andrew Ringler, Lima; A. E. Richardson, Celina; E. E. Edge, Paulding; J. A. Edwards, Garner; Charles Garmhausen, Delphos; E. M. Crowe, Piqua; Roe Pugh, Bradford; William Ludwig, Moffett; Clarence Gilfillan, Van Wert; J. L. Cruikshank, Fostoria; C. O. Barnhouse, Agosta; Parrott Clay, Van Wert; H. P. McDonald, Greenville, and U. G. Furnas of St. Paris.

Also J. E. Wells of Sidney; W. B. Gummere, Deshler; H. L. Frisinger, Rockford; B. F. Jennings, West Cairo; D. W. McMillen, J. A. Ireton, and Ben Eikenberry of Van Wert; O. L. Garman, Delphos; Gottlieb Dauler and W. C. Long of Convoy; P. P. Stiner, Paulding; J. F. Keller, Ohio City; J. F. Reinhart, Uniapolis; A. G. Aungst, S. J. Aungst, and A. C. Aungst from Fayette; Eli Short, Elmira; John Munroe, Archbold; W. A. Dull, Willshire. From Lima there were T. P. Riddle, O. C. Robinson and H. G. Holdridge; also W. H. Hill from Oakwood; R. R. Kennedy, Spencerville, and H. G. Pollock of Middlepoint. E. L. Southworth, Fred Mayer, J. F. Wickenheiser, and W. A. Boardman of Toledo. J. F. McCoy, "American Grain Trade," Chicago; J. J. Rammacker, E. E. McConnell and C. A. Bartow from Buffalo.



THE COMSTOCK ELEVATOR AND WAREHOUSE AT SPRINGPORT, MICH.

quaintance of the country through which he was passing, he gazed out of the window on towns and villages, unable to make up his mind as to where to get off. Finally thinking he would soon come to the jumping off place, he determined to leave his choice to chance and get off when the next town was called. This proved to be Springport, and being engaged in the grocery business, he naturally drifted into the first grocery store he came to. He interviewed the boss, E. C. Comstock, and on inquiry Mr. Comstock told him he could buy potatoes but that he had little money. The traveler made some inquiry of the banker and neighboring stores and proved the fact that Mr. Comstock had no money, but that notwithstanding this, he had something of more worth—character; that he was a man of stability, and stood high in the estimation of his townsmen and neighbors, among whom he had lived all his life. On this information a sum of money was placed in the bank, subject to his check, and from this transaction, the present business of E. C. Comstock & Co. has been the outcome.

In a few years the business warranted larger quarters and better facilities. In 1908 a building 70x40 feet, three stories and basement, was erected on plans drawn by Mr. Comstock. This building was fully equipped with all the latest machines for handling and cleaning beans and grain. All the millwright work was designed and installed by Mr. Comstock. Some of the novel features of this installation are: All of the machines can be turned at one time, or any one machine can be run while all the others are idle; a gravity car-loader from

session, but a long afternoon session practically cleared the items.

OHIO'S NEED FOR STURDY CORN

Demonstrations of seed germinating testers and Hess Improved Grain Moisture Tester were given by the acting secretary and his able assistant, Miss Jackson. Ten seeds of corn taken from each of nineteen ears, purchased from as many of Ohio's leading seed corn dealers in the state, had been germinated. The findings of the test were partially announced and the results showed the imminent peril of Ohio's coming corn crop. Many splendid looking ears of seed corn showed very poor germination and some of this advertised seed corn actually failed to germinate at all. The opinion was that excessive moisture and early low temperatures had caused the damage. It was found that several growers present were making germination tests before planting.

Argentine corn was exhibited and the advisability of growing flint corn of similar characteristics in Ohio was strongly advocated by E. L. Southworth, of Toledo, who mentioned the low moisture content and early maturing qualities of this variety. That such a corn would be a success in Ohio was assured by several of the men.

Scoop shoveling troubles were again exploited and certain receivers in Indianapolis, Cincinnati and elsewhere who took scoop shovel shipments were censured. The case of John W. Woodruff of Lackawanna, N. Y., was particularly flagrant. This man, it is said, has operated under several different names in northern Ohio, scoop shoveling and shipping into

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Opportunity that Knocked at the Door

A Crop Failure Makes Things Look Blue for Bill Skinker—A Baseball Brings an Idea—How to Run an Elevator Profitably Without Grain

By GUIDO D. JANES

BILL SKINKER had intended summer resorting in Michigan. In fact his wife had already laid her plans for an elaborate wardrobe to take, but just about that time the crop killers assaulted the crop all along the line. What was left then of the said crop the drought and bad growing weather finished up. So the trip was abandoned.

Whereupon Bill wrote to the "American Grain Trade" that there would be no wheat, etc., in his section for his elevator. This being done he went



OPPORTUNITY

home with tears in both eyes. Mrs. Skinker met him at the door and seconded his emotion, also with tears.

About that time son Jim came upon the scene. "Father, give me a quarter to go to the baseball game this afternoon?" he remarked in a pleasant, affable manner.

"Times are too hard," was the parental reply. "Look through a hole in the fence or catch a ball that's knocked over the fence. You can economize in your pleasures just the same as in your ordinary things."

"The cops will pinch me, father. Besides if you are not going to get any grain this year why don't you sell that gyrating cleaner and live off the proceeds of that?"

Bill did not reply. Instead, he gave his son a severe look that spoke volumes, and the boy beat it forthwith.

After dinner, more discouraged than ever, the elevator man left the house and meandered to his place of business. Reaching there, he sat down before his office desk and pondered.

As he was thus engaged, Opportunity knocked on his door and entered. Yes, Opportunity sauntered into the place in the shape of a baseball, choosing the window, however, instead of the door.

Bill laughed as it did so; and after the ball quit entering, he picked same up from a pile of busted glass.

After the cheering in the ball park 100 feet away had subsided, the elevator man cheered.

"An idea," he exclaimed. "An idea."

But before he had time to divulge it to himself, as it were, the son came in.

"Dad, please can't I go to the game. Yanigan just knocked the ball over the fence tying the score."

"Sure. Here is the ball. Take it and run."

The lad obeyed.

Bill now summoned his entire elevator force.

"Boys," he began, addressing the motley array of skilled and common labor grouped around his desk, "I have a plan to make this 60,000-bushel grain elevator pay if you will co-operate with me."

"Sure, we will. Put us wise," cried the motley group.

"Thanks, I will explain."

He then presented his story, going just enough into detail to make it interesting, with a little romance mixed in.

"We will stand by you," shouted the employees jubilantly. "Your proposition appeals to us very much. Let's get busy now. With the ball park so near we can make a killing at once."

"Thanks, my good men, for your words of encouragement. I will phone for the lumber now."

The baseball authorities got wind of the scheme and tried to get out an injunction, but failed, and the work went merrily on.

That was on Wednesday. On Saturday Winona was to play a double header with the home team. Winona was on top and the home team but two games behind. Excitement, therefore, ran high, and a record breaking crowd was going to turn out sure.

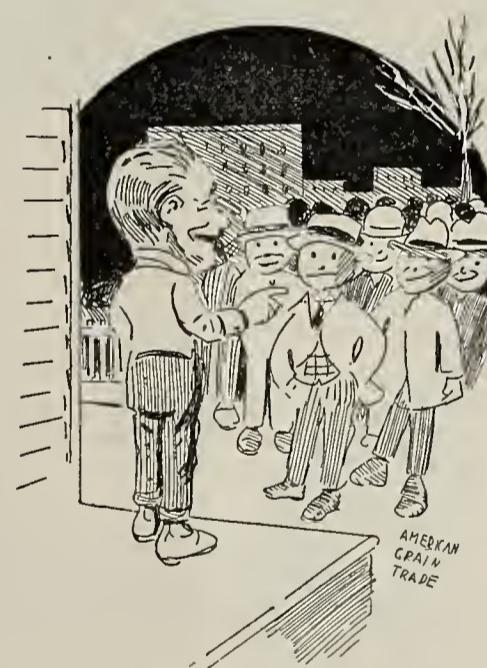
"We must seize the opportunity," said Skinker to Foreman Wrenn, "and have the job complete and ready for business by Saturday. We will move everything out of the sacking room except the attrition mill so there will be plenty of room to carry out and on our scheme. I will rig up my office for the occasion, and you put over your large door the word 'Entrance.'"

"We will have it ready on time," laughed the foreman, "don't worry."

All Thursday night and Friday night the employees of the elevator, under the direction of Bill, worked away, and when Saturday morning broke the job was done.

After yawning twice, Bill put on his coat and beat it for home. Enroute he dropped into the newspaper office to leave copy for a page ad.

I don't know how long he slept, but after so long a time, Bill was awakened by a mob of baseball



BILL AND THE FANS

fans that took his place by storm. Hurriedly dressing, he went out to the porch and faced the sea of eagerness.

"Is that so about you having reserve seats on the roof of your elevator for the baseball games?" asked fan Smith.

"Sure. Twenty-five cents a seat and you can see the diamond perfectly."

"All right then, give me two season tickets."

"I want a seat, too," yelled another fan.

"Sell me a dozen," shouted a third, and so on.

Bill waved them to silence.

"Wait," he laughed. "Let's go down to my elevator and I will show you my diagram of my roof

garden grand stand. I can make change down there. I have no chicken feed in my pocket."

"All right."

"Good. Just a minute until I get my hat and coat."

DEATH OF GEORGE D. MONTELIOUS

At the age of 42 years, George D. Montelius of Piper City, Ill., died at a sanitarium in Mobile, Ala., where he had gone in the hope of getting relief from the kidney trouble from which he had been a sufferer for the past three years.

Mr. Montelius was prominent in grain circles of the state, having been at one time president of the



THE LATE GEORGE D. MONTELIOUS

Illinois Grain Dealers' Association, and a director in that body at the time he died. He was also a member of the Chicago Board of Trade which he joined some years ago in the interests of the grain firm, the Montelius Grain Company, of which he was president at the time of his death.

His first venture in business was with his two brothers who were interested in implements, but later he went into the grain trade with his father, forming the company which bears his name. His father, J. A. Montelius, is a member of the Illinois Legislature and a very wealthy man.

Mr. Montelius' body was buried at Piper City under the auspices of the Masonic fraternity of which the deceased was an enthusiastic member. The funeral was attended by many relatives and friends, among whom were several official representatives from the Illinois Grain Dealers' Association.

CORN PRODUCTS REFINING COMPANY SPLITS

Anticipating action by the Federal authorities, the Corn Products Refining Company recently disposed of its interest in the firm of Penick & Ford, of New Orleans and Memphis, and the latter firm will henceforth be a competitor of the large concern.

E. T. Bedford, president of the Corn Products Company, effected the merger of the \$80,000,000 combine, supposedly in the interests of his son, F. T. Bedford, who was treasurer of the company, but the son recently resigned his office and is now reported to have disposed of his stock in the Corn Products Company, and has purchased a substantial interest in the Penick & Ford company.

The Corn Products Refining Company is now grinding from 75,000 to 80,000 bushels of corn a day, slightly less than the average of 30,000,000 bushels per year. All the plants of the concern are active except those at Waukegan, Ill., and Davenport, Iowa. The company has imported about 5,000,000 bushels of Argentine corn this winter to meet its foreign competition.

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Western Grain Dealers in Convention

Interesting Meeting at Cedar Rapids, April 9-10, Brings Out Good Attendance and Many Fine Addresses—Kansas City Exchange Receives Attention—Many Resolutions Passed Affecting the Trade

WITH a few words of welcome, President E. A. Fields of Sioux City, Iowa, on Thursday,

April 9, called to order the fourteenth annual meeting of the Western Grain Dealers Association in the banquet hall of the Commercial Club of Cedar Rapids. The day was clear and cool and each incoming train brought scores of delegates until about 275 shippers and receivers of the Middle West had gathered for the convention. All of the terminal markets were well represented, but the country shippers were strongly in evidence. The morning had been spent in a general reception at the Montrose Hotel, where exhibits of grain and the various products turned out by Cedar Rapids plants created considerable interest. The time was well spent in renewing old friendships and making new ones, so that by 1:30 p.m., when the first session started, the delegates were ready for the serious business of the convention.

The address of welcome was made by Hon. Lewis Roth, who had just been re-elected mayor of Cedar Rapids. He gave a most cordial greeting to the grain dealers, assuring them that during their stay the city would be their city, and hoped that they would assume full proprietorship.

He next pointed out some of the efforts that were being made to reduce the cost of living. He endorsed in the highest terms the work the county agents were doing to improve the quality and quantity of the agricultural output. Attention likewise, he said, should be given to the railroads and the markets. In his opinion, speculation, "gambling," he called it, was largely responsible for the high cost to the consumer and the reason the producer did not receive greater returns on his efforts. He laid at the feet of the Grain Exchanges some grave charges, which he did not attempt to prove, and stated that it was up to such organizations to establish more equitable relations between the producer and the consumer.

Mayor Roth's address voiced his honest convictions and it was timely and pertinent, as it expressed the feelings of a great many honest and well meaning men, who are unacquainted with the actual transactions of the Grain Exchanges, and who have based their opinions from hearsay evidence, or the mistaken utterance of men who have axes to grind in upsetting present conditions or of well meaning reformers who go off like a rocket whose fuse is touched with any kind of a spark no matter what its source. Coming at the beginning of the convention the address emphasized the gravity of the grain dealers' present situation, and crystallized the important point that immediate steps are necessary to instruct the general public as to the true conditions of the trade.

PRESIDENT FIELDS' ADDRESS

President Fields, in a courteous rejoinder, reminded the convention that the question was open to a great variety of opinion, and seconded the mayor's remarks as to the general improvement in conditions and ideals throughout the world. He then presented his annual address, which was as follows:

The past year has been filled with events of interest and importance to the grain trade—the change in duties on grain imports, the promulgation of new corn standards, discussion of Government inspection of grain or the supervision thereof, and of the ethics of dealing in futures.

The benefit of association in the grain trade is clearly seen in the better opportunity of giving publicity to discussed questions, of obtaining the sentiment of dealers interested, and of working unitedly for the proper solution of the questions. Thus our Secretary, during the past year has taken great pains to determine the feeling of country grain dealers on the proposed standards of corn, Government inspection or supervision, the grain option system, provisions on bills of lading and terminal market conditions. Public sentiment is no less powerful than in the past to influence legislation and effect reforms; indeed, it seems to be more powerful in most instances.

The standardization of grain grades has been foreseen, and the failure of the trade to bring about the desired uniformity has resulted very naturally in Governmental action. The adoption of the new corn grades will require greater care on the part of dealers, the freer use of sieves and moisture testers, and more intelligence to realize a profit than under the old system. Country dealers should insist vigorously on grain being cleaned and in good condition on delivery. Too much dirty, inferior grain has been sold without being properly discounted. The Association should use every means possible to educate the membership in regard to the new grades.

Grain Grades Act Endorsed.

The inspection departments, now thoroughly organized and working without much complaint from shippers, can be supervised with less expense and trouble than by having the Government take full control. The influence of our Association should be used in securing the passage of the Grain Grades Act as amended by



IN FRONT OF THE CHAMBER OF COMMERCE,
CEDAR RAPIDS
Secretary Wells and Attorney C. V. Cox in the Fore-ground.

the Legislative Committee of the Grain Dealers' National Association.

Work for the Association.

Our Association is on record as opposed to the abolition of the existing system of buying and selling grain for future delivery. The public should be given more information as to the economic necessity of this system to prevent wide fluctuations and to enable grain to be handled safely on a small margin. Speculation by the uninformed should be discouraged.

The Association should continue to insist on the common law liability of carriers in the payment of claims for loss or delay in transit, and particularly on the collection of claims for loss, where shippers' weights are first class, and where no bad order to cars is evident. Country grain shippers, however, should improve their weighing methods and be able to give positive evidence of the correctness of their weights. The railroad companies have a right to demand this if they are to accept our weights in payment of claims.

I believe it would be well for the Association to have a regular attorney in order that we may have prompt opinions on general legal questions affecting the trade.

We should go on record as opposed to any charge for spotting and switching cars at country elevators. If the railroads need more compensation for hauling freight, such increase should be made in a general way so that the burden will not fall on one particular class of the community.

The influence of our Association should be used to secure the passage of Senate File No. 387, now pending in the United States Senate, relating to changes on the uniform bill of lading.

The Railroads.

The railroad companies have asked the Interstate Commerce Commission for the privilege of charging

one cent per hundred weight above the through rate on grain cleaned or milled in transit. This charge would prove burdensome to many industries in the territory served by this Association and place such industries at a disadvantage as compared with others at large terminal markets.

Uniform rules should be adopted by carriers governing the cooping of cars, either the abolition of the practice of furnishing cooped cars at terminal elevators or the extension of the same privilege to country dealers, or their compensation for the cooping.

The Grain Dealer and the Exchanges.

Our Association has vigorously opposed delayed re-inspection at terminal markets and has been instrumental in securing a reduction in the time allowed for re-inspection at several markets. Complaints having arisen that the re-inspection rule of the Kansas City Exchange was being disregarded, a committee of five members of the Association conferred in December with a committee representing the Kansas City Exchange, and protested against the buying of grain by members of that Exchange on private terms, which meant delayed re-inspection in many cases. Apparently, however, our protest has been fruitless, and shippers should bear in mind this disregard of the re-inspection rule.

An amendment to the rules of the Chicago Board of Trade has been under consideration to make grain on track a certain number of days before the end of the month deliverable on contracts, instead of requiring delivery into a public elevator. The Kansas City Exchange has such a rule and its general adoption would often save shippers the loss occasioned by the change in prices between the last day of the delivery month and the first day of the succeeding month.

Crop Improvement.

The gospel of good seed and better yields of grain should be preached by our membership. There is a surprising disparity between the average yields of small grain in this garden spot of the world, the Middle West, and the yields in England, Germany and France, and much to our discredit.

The membership of our Association is about the same as a year ago, by far the greater portion being in Iowa. Dealers in Nebraska, South Dakota and Minnesota would find membership a good investment and are cordially welcome.

Secretary Wells has shown intelligent appreciation of the needs of country grain dealers and has labored with zeal and discretion in our behalf and deserves our unstinted commendation.

Following his annual report the president appointed on the Committee on Nominations, O. K. Morrison of South English; J. A. Friedman of Sioux City, and W. K. Neill of New Sharon; on the Auditing Committee, S. W. Wilder of Cedar Rapids and F. W. Milligan of Jefferson; and on the Resolutions Committee, J. A. King of Nevada, Iowa; James F. Weart of Cherokee, and J. W. Hutchison of Central City.

SECRETARY'S ANNUAL REPORT

Secretary George A. Wells' report of the secretary and treasurer's office showed the wide range of that efficient officer's activity and the excellent condition of the Association. The report was as follows:

This is the fourteenth anniversary of this Association and the work done during the past year is not materially different from previous years, much of which work is of such a character that it is not made a matter of record.

On account of the crowded condition of our program, I have made this report brief.

Membership.

The membership of this Association at this time consists of 366 members, operating a total of 530 elevators, as compared with one year ago with 373 members operating 507 elevators. It will thus be seen that we have not increased our membership, although we have added quite a number of new members during the year. However, the mortality of our membership has been more than the number of new members received.

Financial Condition.

On the basis of our present membership, we receive approximately \$4,250.00, while the expense account for the past year, as will be given in the Treasurer's Report, amounted to \$4,232.38. Thus you will see that our income is just barely sufficient to pay the current expenses. We should increase our membership and income in order to have a fund for extraordinary expenses that might be profitable at different times.

Insurance.

The fire insurance department of this Association, incorporated separately under the name of the Western Grain Dealers' Mutual Fire Insurance Assn., had insurance in force January 1, 1914, \$2,308,618.09; cash on hand \$28,215.40, and total net ledger assets of \$30,372.12. Our record since the first of January has continued favorable.

We have now reached the point in the insurance business where our expense ratio is less than other insurance companies writing general lines through agents to whom they pay fifteen to twenty per cent commission. The amount of net ledger assets as compared with the amount of insurance in force is also favorable and gives the Association a financial stability superior to many other insurance companies.

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Our members should appreciate the opportunity offered them of having insurance at a low cost, by using their influence to increase the business of the Association in order that the expense ratio may be reduced as an additional volume of insurance will not materially increase the expense account.

Our members should also keep constantly in mind the advantage to be gained by using every possible precaution to prevent fire losses. We have been returning a dividend of 30 per cent and we hope to increase our dividend basis at the end of the present fiscal year, July 1.

Scale Inspection.

The work of inspecting and repairing scales as conducted by this Association is apparently appreciated by our members as our scale expert, Mr. E. J. Nolan, inspected and repaired nearly one thousand scales last year, and I find that our members, and many scale owners who are not members, are falling in line with the idea of having their scales inspected annually. These scale inspection reports that are kept on file in our office indicate that there is a gradual improvement in the condition of scales, particularly in the foundation and installation.

Our scale inspections have covered wagon scales very largely, indicating that the grain dealers do not have shipping scales and where shipping scales have been installed, we frequently find them out of condition because of bad installation. If our members would provide themselves with shipping-out scales that are absolutely accurate, the work of collecting claims for shortages in transit would be very much facilitated.

Arbitration.

There have been very few matters of difference between buyers and sellers referred to us during the past year, none of which have reached the point where arbitration was necessary. I believe that it is not saying too much in favor of the members of this Association when I say that they have a reputation for square dealing. Occasionally, a terminal market dealer makes inquiry in regard to a country dealer in our territory and complains of uncommercial conduct. In nine cases out of ten, such complaints are against non-members of this Association.

Information and Publicity.

The correspondence required and the work done in obtaining information for our members in connection with their own individual matters is a considerable part of the work of the Association and it is this kind of work that does not become a matter of record in the office. I have always solicited it and encouraged it with the view of doing everything possible for our members individually, as well as for the Association, along the line of general principles.

Local Meetings.

We have held very few local meetings during the past year. I find it difficult to secure an attendance at local meetings and it would seem that the members are satisfied with the results obtained by personal correspondence with us and the information received through circular letters, etc. I believe that local meetings might profitably be held in different localities

as to the accuracy of weights on the one hand and the accuracy of the railroad records as to the condition of the car in transit on the other.

Personally, I am forced to admit that there are scales that do not give correct weights and that there are weights given that have been erroneously obtained. I also positively know that cars leak in transit and no record is made of the leak or repair by the operating department of the railroad company. Accurate weights

ing grain doors and coopering cars, and these questions will, I presume, be decided by the Interstate Commerce Commission.

The carriers are beginning to recognize that a uniform shrinkage allowance deduction from amounts of all claims for loss of grain in transit, is illegal. The Interstate Commerce Commission will probably make a rule on this question in their report on the Bill of Lading conditions and I understand that several cases are now in the courts. In fact, I am advised by the Secretary of the Omaha Grain Exchange that they filed a suit in the District Court of Nebraska, also another suit in the United States Court and also a general complaint with the Interstate Commerce Commission and that the District Court rendered a judgment in favor of the Exchange and held that the clause was entirely illegal.

It would appear, that regardless of what may be the ruling of the Interstate Commerce Commission, the courts will hold the shrinkage allowance clause to be illegal.

Terminal Markets.

Our differences with terminal markets are not numerous. In fact, the rules of the Grain Exchanges generally are fair to the shippers. The old matter of delayed re-inspection at Kansas City and Omaha is still on the docket. The buyers of the Kansas City Board of Trade insist on private terms regardless of the rules of their Exchange giving them the privilege of re-inspection of the grain after its arrives at the elevator. The Omaha Grain Exchange still has the rule allowing five days for re-inspection. This rule was changed from eight days at the request of this Association, but it is to the credit of the buyers on the Omaha Grain Exchange that they are disposed to conduct their buying according to the rules of the Exchange and do not insist on private contracts as is done at Kansas City.

National Legislation.

There are numerous bills before Congress relating to Grain Exchanges and particularly future trading and it is thought that some kind of a law will be enacted along these lines. The Agriculture Department have formulated and established, as provided by law, the Government Grades of Corn, and grades of other grain will be established sooner or later. The corn grades become effective July 1st and I have distributed among you a printed copy of these grades. I shall also print this same copy on a card to be mailed to each one of our members in order that he may post the same in his office conspicuously for the information of the farmers.

There are bills now before Congress relating to Federal Inspection of Grain; one by Senator McCumber of North Dakota, that seeks to establish an independent Federal Grain Inspection Department in the different markets throughout the country; another is the Grain Grades Act presented by the Department of Agriculture that seeks to establish a supervision of the present existing State and Board of Trade Inspection Departments.

In conclusion, I want to thank the officers and members of the Association for their kindly co-operation in conducting the work of the Association during the past year.

WORKMAN'S COMPENSATION ACT

Hon. Warren Garst, ex-governor of the state and at present a member of the Iowa Industrial Commission, delivered an interesting address on the Workman's Compensation Act, and showed wherein the elevator companies were responsible.

Mr. Garst's exposition of the principles upon which the Workman's Compensation Act were founded, and the manner in which they were worked out, was interesting. He showed how society was assuming the responsibility of compensation by allowing it to be paid out of the profits of business to which it contributed. Thus, by law, compensation was made as much a charge upon the business as wages or any other operating expenses.

In the past, common law has lifted the responsibility of injury from employers, through the agency of assumption of risk by employees and fellow workman's negligence, but the Iowa law provides that the common law exemptions are not allowed. It is presumed that the employer is negligent.

Mr. Garst said he had often been asked: "Will not this law lead to paternalism?" He has always answered that it will not lead to it because it is paternalism. The state has assumed a parental attitude toward employers by saying—you must assume the responsibility of the care of your employees. It is further provided that the payment of liabilities shall be made so that the employee receives the maximum compensation at a minimum cost to employer, in other words, lawyers' fees and middlemen's rake-offs have been eliminated.

The address was listened to with close attention and brought out several questions relative to details which Mr. Garst answered. In his answers he



A GROUP OF SHIPPERS IN FRONT OF THE HOTEL MONROSE
Having Hair of Their Own, the Shippers Did Not Patronize the Store in the Background.

and accurate train records would clear up a lot of trouble in this connection.

In the matter of railroad leases, we find that the carriers are urging new forms of leases upon the country grain dealers, that are even more drastic than previously. The law passed by the Last General Assembly of Iowa is questioned as to its constitutionality and I understand that this question will soon be in the courts. In the meantime, I wish to suggest that if you are not satisfied with the terms and conditions of the lease, it is your privilege to ask for a hearing before



THE MASONIC TEMPLE, CEDAR RAPIDS
The Sessions Were Held in the Commercial Club Rooms on the Top Floor.

throughout the state once or twice each year for the purpose of discussing the different matters of interest relating to the grain trade, as it is difficult to do this in detail at our annual conventions and it would be more convenient for dealers to attend local meetings than the annual conventions.

Transportation.

We are having very few refused freight claims referred to us. It would seem that the Claim Departments, as a general rule, are paying all claims for loss in transit where had order condition of car is in evidence and that they are refusing to pay such claims unless there is had order condition of car in evidence. This is a stubborn proposition. There is the question

the Iowa Board of Railroad Commissioners, who will decide as to the terms and conditions of the same.

In connection with the Advance Rate hearings before the Interstate Commerce Commission, it has been suggested that the carriers establish a charge for spotting and switching cars with the idea of increasing the railroad earnings to some extent in this manner instead of an increase in the rate. We have filed a protest with the Interstate Commerce Commission against such charges and other associations have done likewise.

It is also suggested by the carriers in this connection that the shippers be required to furnish all material and lumber, without compensation, necessary in build-

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showed that the elevator men must provide in the profits on their business for any liability to which they might be subjected. The insurance companies provide for a minimum rate for employers' liability insurance which is a hardship to elevators employing few men. It was suggested that an attempt be made to get this minimum rate reduced.

A committee to take care of this reduction was appointed, consisting of J. A. King, M. E. DeWolf, and T. L. Patton.

COMMON LAW LIABILITY OF CARRIERS

Clifford V. Cox of Des Moines next read an excellent paper on the "Common Law Liability of Carriers," which subject is of the greatest interest to all shippers. The address was in part as follows:

A common carrier is liable at common law as an insurer of freight so long as the same is in its possession as a carrier. To establish a *prima facie* case, all that is necessary is to show delivery to the carrier and failure of the carrier to deliver at destination. The burden is upon the carrier to show facts which relieve it from liability. There are, however, some exceptions to this stringent rule, which I have stated above, namely—where the loss or damage is the result of an act of God or the public enemy or where it results from the perishability or inherent weakness or vicious propensities of the subject of shipment (such



DELEGATES COMING OUT OF THE HOTEL MONT ROSE TO HAVE THEIR PICTURES TAKEN

as live stock), without negligence on the part of the carrier.

Where the loss or damage to freight can be shown to be the direct result of the shipper's negligence, in such cases the carrier is relieved from liability. In cases where the negligence of the shipper and the negligence of the carrier are concurrent and the shipper's negligence is the proximate cause, i. e., the producing cause of the loss or damage, the carrier is not liable. In other words, if a shipper has been guilty of some negligent act or omission, without which, notwithstanding the fault of the carrier, the loss would not have occurred, the shipper's negligence is the proximate cause and the carrier is relieved from liability.

Thus we find that where the shipper and the carrier are both negligent the question of the rights and liabilities of the parties will be determined by ascertaining whose negligence has been the producing cause or proximate cause of the loss or injury. This question of proximate cause must, therefore, be a question of fact to be determined by the jury in each and every case, under the peculiar circumstances of each case.

Cases which have been decided by our courts involving the question of damages caused by overloading are very infrequent except in cases dealing with the overloading of cars of live stock, and while the same rule will not apply to live stock and "dead" freight, such as grain, the same rule does apply except where the loss, injury or damage is due to the natural or vicious propensities of the subject of shipment.

It is the duty of a carrier, under the law, to furnish proper and suitable vehicles for the transportation of the commodity offered to it for shipment. There have been repeated holdings of the court to the effect that the railroad companies must furnish grain doors. It is my understanding that at the smaller stations there

is very frequently a failure to furnish such doors, but that lumber is furnished by the railroad company to the shipper so that he may build his own grain doors. Oftentimes defective material is furnished. In such cases the duty would be upon the shipper to demand suitable material with which to properly construct the doors.

If a shipper undertakes to cooper the doors and does it in an incompetent manner so that there is a loss of grain in transit by reason of such improper cooperage, the railroad company would not be liable for such loss unless it had knowledge or should have had knowledge that the car was improperly coopered and accepted it under those conditions.

Without going more into detail on this phase of the question, I am of the opinion that the country shipper is discriminated against by the failure of the carrier to furnish cars already equipped with grain doors when the custom is, as I am informed, to furnish cars so equipped to the terminal elevators.

A serious question might also be raised as to whether a country shipper is compelled to cooper car doors at all or whether such duty primarily devolves upon the railroad company. In fact, I am of the opinion that there is no duty devolving upon the shipper to cooper cars, but that the railroad company must furnish them in condition to safely transport the commodity offered for shipment. While this is theoretically true, it is very difficult of practical application, the ordinary shipper preferring to cooper the car himself rather than wait until one that is properly coopered is furnished.

For the purpose of this paper my conclusion is that where the shipper does undertake to cooper a car and does so in such a negligent manner that there is leakage, he must suffer the consequences thereof and cannot recover from the carrier for such loss, unless the carrier knew or should have known that the car was not properly coopered and accepted it in that condition.

If such leakage, however, is the result of any negligent act of the carrier, I am of the opinion that the carrier would be liable for the loss, even though the car was not properly coopered. In any case the burden of proof would be upon the carrier to show that the car was improperly coopered before it could relieve itself from liability. In other words the question of whether or not the shipper had been negligent would be a fact question for the jury to determine in each particular case. There would then remain another fact question to be determined, namely, whether or not the negligence of the shipper was the proximate or producing cause of the loss. Unless the carrier could establish both of these propositions by a preponderance of the evidence, it could not escape liability for the loss.

I am well aware of the provision now contained in many bills of lading to the effect that the railroads will not be liable for any loss of grain caused by discrepancy in elevator weights. In my opinion this provision does not avail the railroad companies anything unless the carrier can prove that one or the other of the weights is erroneous and the burden of that proof is upon the carrier. In other words, the carrier cannot lose any material amount of your grain in transit and account for the shortage as a mere discrepancy in weights unless it can prove that one or the other is incorrect. In all of these cases, however, if the correctness of the weight is an issue, and there is evidence submitted on both sides of the proposition, the question is one which must be submitted to a jury for determination in each particular case.

Dr. J. W. T. Duvel was on the program for an address on Government Grades of Corn. He was unavoidably detained, but his place was taken in an acceptable manner by W. P. Carroll of the Department of Agriculture, who gave an address on the subject announced. He outlined the manner in which the new grades had been determined and outlined the important features of the new grades. This subject is generally familiar to the trade by now, but certain features of the address were of great interest and were listened to with much attention by those present.

The subject of Federal supervision of the inspection of grain was presented by George A. Wells, and was listened to with the closest attention as the subject is of paramount interest to the trade at the present time. Mr. Wells read the Lever Bill, H. R. 14493, and then proceeded to point out some of the serious defects of the bill. The principal defect is the lack of finality in the inspection and the cumbersome and lengthy method provided for arriving at the final judgment. He pointed out that the bill had been offered tentatively, and that the Committee on Agriculture, to whom it had been referred had invited a conference with the grain trade before the bill should be reported out of the committee. Before this conference takes place the Legislative Committee of the Grain Dealers' National Association will meet and decide what changes in the bill will be advisable. Speaking for himself

and not as a member of the Legislative Committee, Mr. Wells praised the bill and felt assured that its weak points could be strengthened so as to make it acceptable to the trade.

DELIVERIES ON FUTURE CONTRACTS

Following this address, M. E. DeWolf gave a thoughtful paper on "Deliveries on Future Contracts," which was very well received by the convention and was the basis of a resolution later submitted. The address was in part as follows:

Inasmuch as the economic necessity of future trading in grain is to be ably discussed later in this program, we may assume for the purposes of this paper that the proposition is a fundamental one. We may assume that the necessity of a central Exchange where men meet for barter of commodities is conceded. On such Exchanges the volume of transactions in identical commodities will be so enormous that the necessity arises for establishing rules prescribing definite commodities that may be deliverable on certain forms of contract. These prescribed rules render unnecessary constant reiteration of the terms of contracts. To the trained trader the mention of specific delivery of a certain grain comes to mean a specific quality or grade.

The Exchange Must Have a Place.

We may assume that any Exchange, in order to justify its existence, to receive the recognition of law



ANOTHER GROUP OF DELEGATES ALL READY FOR THE CAMERA MAN

and the patronage of reputable merchants and the general public must serve an economic function. It must fill a demand. It must afford a meeting place where the public may, through accredited agents, carry on its business transactions without the fear of becoming the victim of sharp practice and without the necessity of an education in the trade that is so highly technical as to render operations by those ordinarily skilled in business fraught with unnecessary danger. In other words, the Grain Exchange must afford a place for those desiring to sell the ordinary commercial commodities pertaining to grain. It must not on the one hand be a Monte Carlo where the gambler tempts blind chance, nor on the other devoid of a breadth of legitimate trade that makes it a farce as a market place. It must afford an opportunity for the making of future contracts contemplating the delivery of the ordinary commodities incident to the grain trade. In other words, its dealings, if the institution is to obtain and retain public confidence, must be in the commodities in common commercial use.

Manipulation of Market Possible.

If the Exchange is to serve a function in the exchange of commodities in common commercial use, it of necessity follows that the grades applicable on future contracts must be the grades commonly merchandised. If it be otherwise, the system of future trading at once becomes fraught with grave danger to both the inexperienced and experienced merchant and renders possible the extortion from them of large sums through the accumulation of long lines in a concentrated holding and other forms of manipulation.

As an instance, approximately a dozen years ago there was established in Chicago as a contract grade of oats the present Standard grade. It was announced that this would be a grade of 3-white oats weighing 28 pounds or better. Legitimate grain merchants and producers of the West hailed this with delight. At

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that time there was in store in the elevators and on the farms of the West a most superior quality of oats raised in a dry season and exceeding the advertised requirement in every particular. Dealers freely sold the future as a hedge against oats of this character and consigned their holdings to the Chicago market. At that time as now the system of inspection was a State system and at that time as now the Chief Inspectorship was one of the rewards bestowed for political services. Dealers found to their astonishment that what they regarded as the glimmer of the millennial dawn was a false alarm, and while 3-white oats of the highest quality possibly marketed in fifteen years sold in the Buffalo market at 52 cents, the July contracts in Chicago which it was supposed could be filled out with a 3-white oat testing 28 pounds or better, sold at 72 cents. In one or two instances refusals to settle were made and finally adjusted on a lower basis, but the principal portion of those who in their confiding innocence had faith to hedge their holdings in the future contracts were mulcted with as little compunction of conscience as was ever manifested by any pirate on the high seas. This is but one of many striking examples where an abundance of a commodity has not sufficed to prevent extortion because the great volume of an abundant crop was technically not deliverable on future contracts.

Contract Grades Scarce.

In the years that have followed, this method of extortion has not been so frequently practiced in oats as in corn. As we all know, the contract grade of corn is a grade of alarming scarcity when we consider the volume of transactions based upon it. With hundreds of cars arriving sometimes daily at the Chicago market, you can frequently count upon the fingers of your hand the cars available for future deliveries.

Intrinsically for all commercial purposes No. 3 corn is worth but a fraction of a cent, and by all the consumptive commercial tests, seldom over 1 cent less than No. 2 corn. Large proportions of the receipts vary but slightly in moisture test from the standard of No. 2 corn and are worth for any practical purpose to which corn may be put but the fraction of a cent less than the contract grade and yet are deliverable on contracts only at a discount of 5 cents per bushel. It is supposed that a purchaser of corn desires corn, yet at times large quantities of this grade fulfilling contract requirements stand upon the side tracks of our terminal markets and although in a commercial way they are worth (by reason of elevation charge of one cent for loading out) one cent more than the corn represented by warehouse receipts, yet by no possibility can they be delivered to the purchaser of the future contract except at his election. The result is that the legitimate merchant or producer who presumes to hedge his corn at the terminals may find himself the victim of impossible or inefficient railway service or of impossible or intentional failure of the terminal elevators to promptly unload. He may find himself the victim of a condition where his contract must be purchased at a price differing many cents per bushel from the prices but ten feet away for the common commercial grades practically equal in value to the contract grade.

There is no defense for any system that permits of this extortion and its abuse is one of the principal underlying factors that produces popular distrust and condemnation of the Exchanges as they exist today. With a knowledge of these facts the observant inquirer will ask the remedy. It appears to the speaker that it is unquestionably the establishment of contract grades corresponding to the grades which most commonly enter into commercial consumption. The contract grade of oats should be 3-white oats. The contract grade of corn should be No. 3 corn, or under the grades that are soon to prevail should be No. 4 corn. This is the common grade produced. It is the common grade merchandised and consumed. Superior grades entering but a limited way into commercial consumption would manifest their excess of intrinsic value, if any, in the premiums that would be paid for them at the sample table. Under this arrangement the volume of future transactions would not exceed actual receipts in such a proportion as to warrant attempted extortion.

Car Lots Should Be Deliverable.

An additional remedy, as hereinbefore intimated, that would work no injustice to any legitimate interest would be the establishment of a rule permitting the delivery of loaded car lots of grain upon contract for a reasonable period before the expiration of a current month. The details of such an arrangement might not be altogether easy, but no one doubts that business men of the capacity constituting the membership of our great Grain Exchanges would be fully equal to the working out of any needed details. In fact, it would be difficult to get together a score of members of our Grain Exchanges, the majority of whom would not be able to work out a plan if they approached it with a resolute intention to work out a rule that would further the ends of legitimate merchandising. It is the opinion of many that the volume of transactions upon our Exchanges would be increased if it was the prevailing belief that the legitimate condition of supply and demand for the bulk and not for an insignificant percentage of commodities traded in would govern.

F. D. Milligan of Jefferson, Iowa, was next called up and he gave an interesting talk on "Compensa-

tion for the Labor of Coopering Cars." Unfortunately, Mr. Milligan's voice is not of the carrying kind and much of his talk was lost to those sitting at the back of the large hall. He spoke as follows:

COMPENSATION FOR THE LABOR OF COOPERING CARS

You as shippers of grain are well aware of the great expense and labor involved in the coopering of cars, and realize that we are entitled to compensation for this labor.

There are two very decided points of view covering the matter; the railways think they see in it an added responsibility and expense, the shipper is certain he has an unnecessary burden and one that is constantly growing.

I have before me a report by Commissioner Lane of the Interstate Commerce Commission, covering a case in which the shippers ask relief and he says in short:

"No one can deny that it is the primary duty of a railroad to furnish equipment that is usable. A shipper is not to be put to the alternative of either not shipping at all or of recovering from the railroad for loss of commodity in transit. It is not a compliance with the requirements of the law that a car be put at the shipper's disposal, the car provided must be one that will convey the commodity safely to its destination under ordinary circumstances."

The shipper in this case was denied relief, however, from the fact, I think, that the commissioner was not

"If a grain shipper constructs the grain doors he practically assumes to some extent a responsibility for any leakage that might occur because of faulty construction, except the railroad looks the car over and accept as coopered. This is a very serious phase of the matter."

When I started work in a country elevator, cars were equipped with grain-tight doors, attached to the cars which could be swung back out of the way when the cars were used for other commodities. These have gradually been supplanted by larger cars not so strongly built and with no grain doors whatever and in such poor condition it is often necessary even to nail the sheeting on the outside.

I believe the railroads could and should furnish cars strong enough, tight enough and with proper doors to safely carry grain. Such cars are now being furnished terminal elevators, completely coopered and we are being sharply discriminated against in being denied equal facilities.

Do not fail to mark the fact that the terminal elevators are being furnished with cars completely coopered and that this fact constitutes a sharp and expensive discrimination against us.

Believing that we are entitled to relief from this situation and that it is a situation that should be handled skillfully and with care, that as few abuses as possible may creep in and both the carrier and the shipper receive his just due, I wish to offer the following resolution:

That the question of compensation by carriers to grain shippers for labor required in coopering cars be referred to the Grain Dealers' National Association with a view of obtaining uniformity in practice, it being understood that the carriers are providing cars completely coopered and ready for loading at terminal market elevators, whereas country shippers are required to do the labor of coopering the cars before they can be loaded with grain.

The resolution was referred to the Committee on Resolutions.

DELAYED REINSPECTION AT THE TERMINAL MARKETS

The next address upon the program brought out the most discussion. N. S. Beale of Tama, Iowa, spoke on "Delayed Reinspection at Terminal Markets." In some way the pages of his manuscript had become mixed, but he covered the resulting confusion with a volley of rapid fire remarks that afforded considerable amusement. The address, moreover, made a profound impression. It was in part as follows:

On December 24, 1913, a car of corn was inspected in Kansas City and graded No. 4 mixed (tough), and the buyer accepted this car at 3½ cents discount to apply on a previous sale for December shipment.

On January 5, 1914, the shipper was notified that this same car was reinspected and graded sample, yellow corn (hot and sour). Please note that the color of the corn was changed from mixed to yellow as well as being found hot and sour through standing.

As a result of the reinspection the buyer refused to accept the corn at any discount, the corn was sold on the market at a discount of 16½ cents per bushel, of which perhaps 10 cents was in deterioration due to delay between inspections and 6½ cents through the decline in the market since the time of sale.

As the second inspection was made on January 5, after the time of shipment had expired on December 31, 1913, the shipper lost the benefit of the decline in the market by not being able to fill the contract with another car in the place of the one rejected.

On investigation of the methods of procedure in such cases it was found that the Kansas City Board of Trade rules are strictly in favor of Kansas City buyers.

Kansas City Buyers Take Advantage of Rule.

One of the rules applies to grain consigned and sold by sample through commission merchants and it is shown the spirit and purpose of the rule practically conforms to the Chicago rule, but the buyers in the Kansas City market have taken advantage of the words, "unless otherwise agreed," thus making the exception to the rule the prevailing custom of the market.

Rule 21, Section 6, provides as follows:

On sales of grain to arrive, buyers must reject same within twenty-four hours from time of regular tender or accept on original inspection.

This rule applies to grain sold on card bids to arrive, and unless the buyer specifies otherwise in his postal card, or other forms, this rule would apply so that the buyers in such instances would not have the right to re-inspect when placed at the elevator for unloading.

I find, however, that most of the buyers of the Kansas City market have adopted the custom of specifying on their card bids the privilege of re-inspection at the elevator.

A legal opinion by Attorney Cox of Des Moines, Iowa, to our Secretary, Mr. Wells, on this subject is to the effect that the buyers in the Kansas City market may legally avail themselves of the right of private contract, but you will readily appreciate that it is unusual for members of a Grain Exchange to



DELEGATES ON THE WAY TO CONVENTION SESSION, IN FRONT OF THE COMMERCIAL CLUB

fully informed that it was necessary to build grain doors for each and every car shipped, rather than a certain few, and that he did not have in mind the absolute building and constructing the doors required for each.

The commissioner also says we should refuse cars that are unfit. Technically this is correct, but as it would exclude a great part of the equipment offered us under present conditions, it would hardly be practical.

For some time I have been keeping track of the expense incurred in coopering on the three roads over which we ship. The time ranges from two to five hours while we can readily load the cars in from half to one hour.

The Milwaukee cars require an average of 3 hours.

The C. & N. W. and M. & St. L. require an average of 2 hours, and each car about five pounds of nails. This means good, hard, concentrated work, performed when our time is the most valuable. When this is multiplied by say two hundred, which is the number of cars many country elevators ship, it is some item.

The Milwaukee furnishes nothing at all but six foot boards. The N. W. and M. & St. L. furnish boards, burlap and paper and the M. & S. L. will furnish seven foot boards on request. This difference in material furnished has a very direct bearing on the shortages in transit. The loss to shipper on account of shortage in transit, is so great it cannot be estimated and the roads that furnish the best material for coopering show decidedly the fewest shortages. We find our shortages on the Milwaukee greatly outnumber those on other roads and account for it by the difference in material furnished.

Another thing, in an opinion by Atty. Clifford A. Cox, covering a contemplated suit for loss in transit which the railroad refuses on account of the doors being improperly placed. You would say at once such a contention was ridiculous, but Attorney Cox says:

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act in this manner and disregard the rules of their own Exchange.

The rule of the Omaha Grain Exchange now limits the time for re-inspection to five days. Originally there was no limit. Our organization had a hearing before a committee of their Board of Directors some two or three years ago and as a result they fixed the limit at eight days. Last Fall we had another similar hearing and induced them to reduce the time to five days, which is the rule now in force at that market, but you understand, however, that the members of the Omaha Grain Exchange recognize the rule and do not undertake to make private contracts in disregard to it.

The Chicago Board of Trade members adhere, so far as I am able to learn, strictly to their rule that gives the buyer the privilege only of calling for re-inspection by one o'clock the following day except in cases where cars are loaded too full for a thorough inspection or of plugged cars.

Minneapolis has no limit of time under their rules in which a buyer may call for re-inspection; except two or three years ago, on request of this Association that they adopt the Chicago rule, they amended their rule limiting the time that re-inspection might be called on No. 4 and "no grade" corn to twenty-four hours, same as at Chicago.

Corn Suffers by Delayed Reinspection.

The principal cause of trouble on delayed re-inspection comes from the deterioration of the quality of the corn when delayed on tracks at the terminals in switching to the elevators, which occurs principally when the terminal tracks are congested.

We assume the position that the peril of trans-

portation after the original inspection, should fall upon the buyer and that the original inspection, which is now under supervision by the State or terminal market Grain Exchange in practically all markets, is intended as the basis of adjustment in the sampling and inspection of grain received on consignment or purchase.

The shipper is placed at an unreasonable disadvantage when the buyers assume the privilege of re-inspection when cars are placed at elevators for unloading, because, as a rule, the original inspection is reported to the shipper and the price given at which the grain was sold or applied on purchase. If the latter, a discount, the discount is named. Thus, the country shipper bases his local market prices on the reports thus received so that when he receives notice, a week or sometimes two or three weeks later, of the re-inspection, giving lower grading and wider discount, he has not only suffered the loss on that particular car but a similar loss on all the grain that he has purchased during that time on the basis of the original inspection and report.

Upon the conclusion of Mr. Beale's speech President Fields called upon any Kansas City dealers who might be present for explanation. Two or three responded, admitting the charges and stated that those of the Kansas City market who realized the injustice of the private contract terms were doing all they could to make all dealers live up to the rules of the Exchange. But, as Mr. Davis suggested, they could not deny or refuse the right of private contract, and it was a matter clearly in the hands of the shippers who could put a stop to the practice at once by refusing to ship to dealers who insisted on the objectionable terms.

The first session of the convention was then

closed and the delegates met an hour later at the banquet which was served in the Hotel Montrose.

THE BANQUET

The banquet was an important feature of the convention, not only from the gastronomical point of view, but also as to the entertainment afforded and the excellent talks which were delivered.

President Fields introduced the toastmaster, John M. Grimm, a lawyer of Cedar Rapids, who kept the affair moving from start to finish and displayed a wit and gift of repartee which continuously kept the diners in high good humor. John Wunderlich, secretary of the Commercial Club, told some interesting facts about the progressive city of Cedar Rapids, and Mr. E. W. Bagley of Chicago, George Laird, the manager of the Quaker Oats plant, and J. C. Murray, president of the Council of Grain Exchanges, all responded to the call for remarks, the last named leaving as his message the importance of pure seed and crop improvement work. He also spoke of the imported grains and stated that Canadian oats and Argentine corn were quite as good for commercial purposes as the domestic grains.

H. A. Foss, chief weighmaster of the Chicago Board of Trade, gave a most interesting and instructive talk on scales and their conditions, cars

J. C. F. Merrill, secretary of the Board, who spoke on "Future Trading an Economic Necessity in the Commercial Distribution of Grain."

SECRETARY MERRILL TALKS ON FUTURE TRADING

Mr. Merrill regretted the absence of Mr. Canby, and then launched into his subject, mentioning by way of passing, the remarks of Mayor Roth in regard to speculation being gambling, if it were, he said, speculation would be indefensible. This is what the mayor thought, but he was mistaken. Mr. Merrill then gave the definition of speculation and proceeded to differentiate between that and gambling. An old definition says that speculation is the struggle of well equipped intelligence with blind chance. Adam Smith said of it that speculation in the progress of society becomes, like all other business, the particular calling of a certain class. It enters into every business, it is the spirit of enterprise; without it stagnation would result.

Speculation, Mr. Merrill defined as the assumption of an existing risk that cannot be obviated.

Gambling is creating a risk for the sake of assuming it.

Risk in agricultural products is due to the vicissitudes of climate and the speculator who assumes it merely carries the risk which some one must carry during the period between seed time to harvest and then till the crop is consumed. Grain is produced once a year, and must last throughout the year until the next crop. Someone must own it. The farmer assumes the risk when he begins to prepare his soil for planting, and to that extent he is, in a sense, just as much of a speculator as the man who buys or sells wheat that is not in existence. The elevator man eliminates fire risk by taking out insurance. This insurance is merely speculating, it is gambling except that the risk is necessary, and common sense and common law show that there is a difference.

Mr. Merrill then asked, does the speculator perform a useful function? If he does, give him a good name and not call him gambler, with all the onus that it bears. Grain in its course from producer to consumer changes hands many times. The owner seeks to eliminate the risk of ownership by selling the risk to someone who wants it. If he can do that, he can handle the product at a commercial profit. If he must assume the risk of ownership he must add another and a greater profit which makes the price less to the producer and more to the consumer. Under the present system grain is handled at less margin than any other commodity. Under strong competition the elevator receives a profit of two cents a bushel on corn and oats and three cents on wheat. If the speculator has kept up the price of grain he has only benefited the farmer, who produces more new wealth than anyone and who should be protected.

Mr. Merrill then showed how speculation reduced the fluctuations in price to the minimum because of the volume of trade, for the larger the volume of trade the easier it is to buy and sell without disturbing the market. He pointed out that during the fall months the receipts at Chicago aggregated about 2,000,000 bushels per day, and that without speculation paralysis of the market would ensue. As it is the stream of grain is like a river which empties into the sea without changing the level. He stated that every trade on the Chicago Board of Trade must be made on the open market, and that every account of purchase or sale must be reported back to the shipper with the name of man with whom the transaction is made. Any violation of these rules is punished severely.

These transactions, instead of being gambling transactions, have been declared to be business transactions with a most serious business intent by the Supreme Court of the United States. Mr. Merrill read, in substantiation of this statement, extracts from the decision of Justice Holmes in the case of the *Chicago Board of Trade vs. Christy*.

The function of the speculating class is to carry the surplus of large receipts. They are the buyers of all such quantities. Speculation must continue in some way. Legislation cannot stop it. The exchanges may be closed up, but someone has to carry

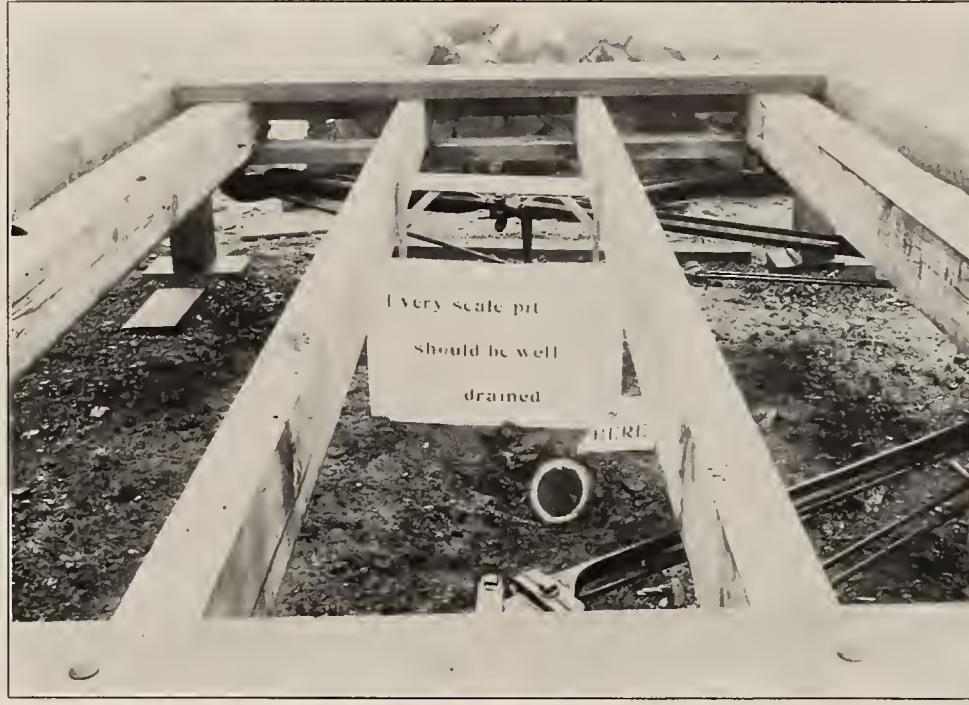


ILLUSTRATION FROM THE LECTURE BY H. A. FOSS, SHOWING WELL CONSTRUCTED SCALE BED AND DRAIN TILE IN POSITION

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and the causes of losses in transit, and the methods of handling grain in Argentine and other countries.

The chief interest in this talk centered in the views of wagon scales. The correct construction of a scale was shown in which the test weight showed exact equivalent on the scale register. Then views of various defective scales were shown with the errors of construction most commonly met with by the scale inspectors. Cleanliness and good drainage were emphasized, the latter with a view showing the proper manner of installing tile drains beneath the scale.

A great variety of cars were shown in condition which easily explained the great losses in transit. Views of correct and incorrect manner of coopering were also shown. In fact, every slide explained by Mr. Foss was interesting and instructive, and the talk was listened to with the closest attention and was followed by hearty applause.

When the light was restored J. L. Messmore of St. Louis was called upon to talk of Trade Conditions. He said that trade conditions were getting better, which reminded him of a story, and that in turn of another story, one following another in a fusillade of wit, told with the utmost gravity and perfection of dialects. For many minutes Mr. Messmore kept the banqueters in an uproarious state and afforded an entertainment that will be long remembered.

C. H. Canby, president of the Chicago Board of Trade, was on the program. Illness prevented his appearance, but his place was most ably filled by

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the risk. Steadiness of values is only determined by supply and demand.

In conclusion, Mr. Merrill read from the report of the industrial commission which investigated the Grain Exchanges some five years ago and exonerated them fully.

The greatest praise is due the Commercial Club

Whereas, grain dealers engaged in the shipping of grain have provided, at their own expense, elevators, warehouses and coal bins along the several lines of railroad for the purpose of assembling for shipment in car lots grain and produce to be transported, which is largely for the convenience of the railroad company and a saving of much expense to them and which elevators, warehouses and coal bins the railroad companies insist upon being built of sufficient capacity to handle the

ference of the secretaries of other associations with a view of determining upon an equitable basis of action and also to assist in the enforcement of the payment of any refused claims that he regards just and equitable. Compensation for Labor in Building Grain Doors and Coopering Cars.

Resolved, that the question of compensation by carriers to grain shippers for labor involved in building grain doors and coopering cars be referred to the Grain Dealers' National Association with a view of obtaining uniformity in practice; it being understood that the carriers are providing cars completely coopered and with grain doors built and in place, ready for loading, at terminal elevators and whereas country shippers are required to do the labor of coopering cars and building grain doors before they can be loaded with grain.

Resolution on Delayed Re-Inspection.

Whereas, grain inspection departments are maintained at each of the different terminal markets under official supervision of the State or the Grain Exchange, for the purpose of sampling, inspecting and establishing the grade of the grain contained in each car on arrival to be used as the basis for selling same, either by sample or grade, and

Whereas, it is entirely possible and practicable to secure such samples so as to correctly represent the quality of the grain contained in each car except such cars as may be loaded too full for a thorough sample, or cars that are plugged, and

Whereas, cars of grain, particularly corn of the lower grades, may deteriorate in quality if held on track and the unloading delayed by track congestion at the terminal or delay on the part of the buyer in ordering same to the elevator, the control and possession of the car having passed out of the hands of the shipper; therefore,

Resolved, that the Western Grain Dealers' Association personally continue to maintain its stand in opposition to the custom adopted by the members of the Kansas City Board of Trade, whereby the buyers individually assume the right to insist on private contracts allowing them the privilege of calling for re-inspection after cars have been placed at the elevators or industries for unloading, which custom is in fact contrary to the spirit of the rules of the Kansas City Board of Trade, and

Be It Further Resolved, that the members of the Western Grain Dealers' Association report to the secretary all cases of discount taken by buyers on re-inspections at elevators and that the secretary inform the members of the conditions where losses are incurred because of such delayed re-inspections at Kansas City, Omaha, Minneapolis or any other markets.

Bills of Lading.

Whereas, representatives of shippers and bankers have practically agreed to the terms and conditions of



ILLUSTRATION FROM THE LECTURE BY H. A. FOSS, SHOWING A WRECKED CAR SIDE, A RESULT OF YARD SWITCHING

of Cedar Rapids for the entertainment they provided. Songs interspersed the speeches and the distribution of appropriate gifts to members of the grain trade produced great merriment. The final number, "Oh, Wie Shoenes Kommerical Klub," made a great hit.

THROUGH THE QUAKER OATS PLANT
The automobile trip about the city which had been planned for the delegates Friday morning, was given up on account of the inclement weather, but most of the delegates took advantage of the invitation to visit the mammoth Quaker Oats plant. They were conducted throughout the plant in groups, led by capable guides, and witnessed the entire process of the conversion of the raw grains to the famous products of the company.

At noon the delegates were the guests of the Commercial Club at lunch and while they were seated at the table the business of the convention was finished.

S. W. Wilder reported for the Auditing Committee that the treasurer's books had been found correct as represented.

THE NEW OFFICERS

O. K. Morrison read the report of the Nominations Committee, which was as follows: President, F. D. Milligan, Jefferson; vice-president, S. W. Wilder, Cedar Rapids; directors, J. F. Weart, Cherokee; N. S. Beale, Tama; W. K. Neill, New Sharon; C. H. Harris, Bartlett; and D. J. Peters, Wellsburg. On motion the secretary was instructed to cast the unanimous vote for the candidates named.

Mr. Fields made a graceful retiring speech, thanking the members for their co-operation and paying a high tribute to Secretary Wells, who responded with a splendid talk on the Association, its accomplishments and what remained to be done. All of the new officers said a few words and it was apparent that the affairs of the Western Grain Dealers' Association are in capable hands for the ensuing year.

THE RESOLUTIONS

J. A. King reported for the Resolutions Committee. He read 10 resolutions, all of which were carried.

Spotting and Switching Charges.

Whereas, an effort is being made by the railroad companies to obtain authority to make a charge for spotting and switching cars to points on side and industrial tracks for the purpose of loading such cars to be transported on their line of road and for unloading such cars that have been transported on such line of road, and

business and to provide storage during times of scarcity of cars; therefore,

Resolved, that a charge for placing cars at grain elevators for the purpose of being loaded with grain from such elevator will be unjust and unreasonable, and

Resolved, that the secretary is hereby directed to place this matter before the Interstate Commerce Commission and to urge the Commission to deny the railroad companies such or any like request, and

Resolved, that if the Interstate Commerce Commission shall find that the railroads are entitled to further



ANOTHER ILLUSTRATION FROM THE LECTURE BY H. A. FOSS, SHOWING PROPERLY CONSTRUCTED SCALE AND TEST WEIGHTS USED BY THE WEIGHING DEPARTMENT OF THE CHICAGO BOARD OF TRADE

compensation for handling freight, we respectfully request and urge the said Commission to add such needed amount to the general rate rather than to permit a specific charge for the special service of placing cars for loading and unloading because a specific charge against the grain dealer will be unjust and unfair.

Railroad Claims.

Whereas, there seems to be a disposition on the part of certain railroad companies to refuse to pay claims for loss in transit, especially when the car arrives in apparent good order regardless of the fact that such car may have been out of order while en route, and

Whereas, the railroad companies seem to be inclined to stand on technicalities in the settlement of claims; therefore,

Resolved, that the secretary is hereby authorized and directed to take such steps as may be necessary to cause the favorable settlement of just claims by a con-

a Bill relating to Bills of Lading known as Senate File No. 387 and the carriers have consented to the larger part of said bill, and the different interests have appeared before the Interstate Commerce Commission concerning the said bill, and

Whereas, the said bill is now pending in Congress; therefore,

Resolved, that we favor the adoption of Senate File No. 387, a Bill relating to Bills of Lading as introduced in the Senate of the United States April 13, 1913, and March 3, 1914; and that we respectfully urge Senators A. B. Cummings and W. S. Kenyon, of Iowa; Gilbert M. Hitchcock and Geo. W. Norris, of Nebraska; Coe L. Crawford and Thos. Sterling, of South Dakota; Knute Nelson and Moses E. Clapp, of Minnesota, to support this Bill.

Deliveries on Future Contracts.

Whereas, public criticism is being directed against the Chicago Board of Trade because of abnormal

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fluctuations in market values of grain, particularly in the prices on the last day of a delivery month and the first day of the succeeding month and because of the apparent manipulation of the market by traders in large quantities of grain, and

Whereas, such fluctuations in prices and manipulation of the market is largely possible because of the relative small amount of grain of contract grade deliverable on contracts as compared with the amount bought and sold for such future delivery; therefore,

Resolved, that the Chicago Board of Trade be urged to change their rules governing purchases and sales for future delivery so that such contracts will be made for the ordinary commercial grade of each grain and that such ordinary grade of each kind of grain shall be deliverable on the contract at the price named therein and that any car loads of such grain within the Chicago Inspection District within three days of the last day of delivery shall be deliverable on such contract, and

Resolved, that we respectfully request the officers of the Chicago Board of Trade to grant a hearing on this subject to representatives of this Association.

Workman's Compensation Act.

Whereas, to comply with the requirements of the Workman's Compensation Act passed by the last General assembly of the State of Iowa, it will be necessary that the members of this Association located in the State of Iowa, to procure casualty insurance for their employees and that such insurance may be obtained under as favorable conditions as possible,

Resolved, that the secretary is requested to make an investigation of and with the several casualty companies doing business in this state and if it shall appear that it will be for the benefit of the members to do the business of obtaining such insurance through the Western Grain Dealers' Mutual Fire Insurance Association, he is hereby authorized to act through that Association, and

Resolved, that because it appears the minimum charge by the casualty companies for such insurance is excessive as applied to individual dealers, the secretary is hereby authorized to do whatever, in his judgment, will cause a reduction of the minimum charge in such cases.

An Association Attorney.

Resolved, that the Board of Directors be hereby authorized to retain an attorney to act as legal advisor in matters involving general propositions at such compensation as their judgment may direct and with the idea that such attorney may also be employed to advantage by the individual members in any legal matters relating especially to transportation and the grain trade and that the annual dues of the Association be increased \$1.00 per annum to cover the expense of retaining such attorney.

Publication and Distribution of Government Grain Grades.

Resolved, that the secretary have the government corn grades printed on cards and the same distributed among the members to be conspicuously posted in their offices for the information of the farmers and the public.

Thanks.

Whereas, the Cedar Rapids Commercial Club, the citizens of Cedar Rapids, and the proprietors of the Hotel Montrose have been untiring in their efforts to make the annual meeting of the Western Grain Dealers' Association a most pleasant and enjoyable affair; therefore, be it

Resolved, that those in attendance at this meeting extend their sincere thanks to the Cedar Rapids Commercial Club, the citizens of Cedar Rapids, and the proprietors of the Hotel Montrose for their many courtesies and hospitalities, and

Resolved that the instruction and entertainment afforded those in attendance at this meeting by the addresses given by the several gentlemen who so kindly assisted in the exercises, was greatly appreciated and we hereby extend to each of them our sincere thanks.

There was a short discussion relative to the Lever Bill, Association insurance and minimum car capacity, and the fourteenth annual convention closed at 2:15 o'clock.

TAX COMMISSION HITS SUPERIOR

The elevators at Superior, Wis., are in a position of uncertainty which has practically ended their buying operations for the present, as a result of the intimation by the State Tax Commission that on May 1 all grain held in elevator storage would be assessed at full value. This tax would average about 1½ cents per bushel on all grains, which is considered entirely out of line with the assessment levied against stocks of other merchandise and with that of the former assessment on one-third of the value of the store, particularly as the larger part of the grain is carried on loans from the banks which hold warehouse receipts as security.

Since the first of the year there has been a considerable falling off of receipts at Superior, attributable to this cause. The Great Northern Railroad had planned a 6,000,000-bushel addition to its stor-

age capacity. This project has been deferred, pending final decision of the Tax Commission, and it is frankly admitted that it will not be built at all unless the situation changes.

Under the Minnesota law, the tax levy is based on the aggregate amount of grain passing through the elevators during the year. The result of this difference in taxation in the two cities on opposite sides of the bay will probably be that most of the improvements planned for Superior will be carried out in Duluth instead. The Consolidated Elevator began the move with its 900,000-bushel annex, which gives a total capacity of 10,000,000 bushels to the Duluth plant of that company.

The rated capacity of Superior elevators is 17,

800,000 bushels. At the present time only about two-thirds of this is utilized, some of the elevators being only half full of grain. The effect of this curtailment in business is visible throughout the Northwest, as the shippers in that region are deprived of their market at the head of the lakes. There is little prospect of the situation being relieved until the tax question is definitely settled as operators cannot afford to take the chance of being assessed the threatened amount on their stored grain. In the meantime inspection and elevator staffs have been cut down, and the transportation grain crews cut down. A great many people are effected and it is hoped that an announcement of satisfactory adjustment will be made soon.

The Old Man on Co-operation

The Old Man Attends a Farmers' Meeting—He Makes a Speech in Which He Shows that Graft Thrives Best Under the Guise of Friendship

By WAT PENN



HE OLD MAN guided his horse through the crowd of vehicles and drove into the feed barn. He chuckled in answer to the liveryman's question as to where he was going.

"I'm going to the meeting," he explained. "There are a lot of things about the grain business that I don't know. P'raps I'll learn something."

The meeting was in the big lodge room and was well attended. From every group could be heard the word "co-operation," often repeated. The farmers were in earnest,—that was plainly apparent. Presently the chairman called for order, in a few words impressing the importance of the meeting on his audience, and introduced the first speaker.

He was a stout, prosperous looking individual who at one time was connected with a large grain exchange. His discourse was rapid, fluent and of a convincing frankness and earnestness. It was a broad denunciation of grain exchanges in general and of the market with which he had formerly been connected in particular. According to the orator the grain trade at the terminal markets was in the hands of a set of men who would drive the devil himself out of purgatory. He recounted the wrongs done to the farmers and country shippers, and before he was through the audience felt pretty sorry for itself.

The second speaker was a fire-eater from the North. He too told of the wrongs the farmer suffered, and then launched into the real subject of the meeting, co-operation. He showed what could be saved on every bushel of wheat by co-operative selling, and then congratulated the audience that they had an agency at hand already organized and ready to do business. He was at the head of it and knew whereof he spoke. By sending their grain to him they could free themselves from the yoke of thrall-dom under which they had been laboring and fight the oppressors with their own weapons. It was a lovely speech. Stock in his exchange would be on sale after the meeting.

When he sat down the chairman asked for remarks before the business of organizing the co-operative society commenced. Slowly the Old Man rose to his feet.

"Mr. Chairman," he began, "I guess most of the men here know me. I've been in the grain business off and on for fifty years dealing with most of you and with the grain exchanges. I'm not rich, but I've never gone hungry, and some of you men are

running your automobiles around the farm, in spite of the fact that you've been shipping your grain to Minneago. I haven't got a thing to say against co-operation. When you come right down to it, something of the kind was taught by a carpenter chap a long time ago in the hills of Galilee. But the talks here this afternoon remind me of a story.

"Some strange cattle were shipped to a western range. They didn't know anything about the country and were easily scared. A big wolf lived on that range and he was looking for easy pickings. So Mr. Wolf went up and made friends with the cattle and told them the range was a fine place but they must look out for wolves. The cattle had never seen a wolf but they had heard that they were very dreadful. So they asked the wolf what wolves looked like. 'They are fat and round,' the wolf replied, 'but you must look out for them or they will eat your calves.'

"But what shall we do?" the cattle cried in alarm.

"When you see a wolf coming, send your calves to me and I will take care of them, then you all form in a circle and when the wolf comes up you can run him through with your sharp horns."

"The next day the wolf caught a hedgehog. 'Run as fast as you can to the head of cattle or I will eat you up,' said the wolf.

"The hedgehog ran, but the wolf ran faster and told the cattle that a wolf was coming. So they gave him their calves to take care of, and when the hedgehog ran up they killed him before he had a chance to explain. In the meantime Mr. Wolf dined on veal *au naturel*. When he took the calves back to the herd, one was missing. But the cattle thought it was better to lose one calf through a friend, than all their young through the terrible wolf they had killed."

The Old Man sat down,—and then the storm broke. The former speakers denounced the Old Man as a traitor to their holy cause. But they didn't explain why the stout orator spent his time going about the country making speeches, nor what the Northern fire-eater was going to get out of it. Nor did they sell any stock.

The interstate cereal output of Washington as computed by State Grain Inspector Jarboe was 41,302,250 bushels for the period ending June 30, 1913.

A grain chute, 2,200 feet long, and built at an angle of 45° recently made easy the transportation of 1,500 sacks of wheat from a high, inaccessible plateau. The region is called the "Smoothing Iron" and is near Asotin Creek, Wash., to which the grain is delivered for shipment.

The great effect which the Panama Canal will have on grain shipments from northwestern Canada to Britain and the European Continent has recently been featured by the *London Times*. It foresees the advantages secured by Vancouver and Victoria over the eastern route by an open all-the-year-round season, and the reduction of grades on the western railways.

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IMPORT DUTY ON WHEAT NOT AFFECTED BY GRADE

The Board of United States General Appraisers recently handed down a decision overruling a protest by Wilfred Schade & Co., of Chicago, in which it was claimed that frozen wheat, sold for chicken feed, should be admitted as an "unenumerated unmanufactured article," and not classified as "wheat" under a duty of 25 cents per bushel. The protest arose under the Payne-Aldrich tariff act.

As the shipment consisted of 84,045 bushels the sum involved in the dispute was considerable. The importers submitted considerable testimony to show that the grain was sour, that it had to be dried before being stored on arrival at Chicago and that it was not usable for milling or for seed purposes.

Samples of the grain were sent to the Agricultural Department where its milling and germinating qualities were tested. The tests showed that bread, not very good, but eatable, could be made from it and that about half the grains would germinate. Upon the strength of this report the Board decided that:

The fact that the wheat had upon importation a disagreeable smell is of no importance, in our judgment, if it disappeared when the wheat was dried and did not appear in the flour or the bread made from the flour, as appears to have been the case from the report of the Department of Agriculture.

It seems that this wheat was passed through the grain inspection departments of both Canada and the State of Illinois. The Canadian inspector's report is "No grade-tough feed," which we understand from the testimony in the case to mean that it was the grade "no grade," "tough," to distinguish it from being dry or brittle, and characterized as "feed wheat." The certificate from the Illinois State grain inspection department describes the wheat as "sample grade spring wheat."

Congress in providing for the duty upon wheat has not seen fit to distinguish one grade from another. We think it is a fair conclusion from the testimony in this case that this wheat has a grade and place in the business of grading wheat as one of the known commercial grades, undoubtedly poor in quality. We do not, however, consider the question as to the quality of the bread which can be made from the wheat as very material if edible bread could, in fact, be produced from it. The question whether it would be used for food would depend largely upon the scarcity of wheat, the price of the better grades and the necessities of the consumer. It is true that but about 50 per cent of this grade would germinate, but the classification is in no place made to depend upon the amount that would germinate; no one on viewing this commodity would call it anything but shrunken wheat.

We have no doubt but that the commodity now before us could be used successfully, if the necessities required, as wholesome food for human use. While not perhaps of that quality which would satisfy the most fastidious taste, still it would serve its purpose. We are, therefore, of the opinion that it should be classified as wheat. The protest is overruled.

THE GREEN BUG APPEARS IN THE SOUTHWEST

Samples of growing wheat on which were found healthy specimens of the green bug, were responsible for an upturn of 5¢ cents in the Chicago wheat pit recently. These specimens came from Oklahoma and seemed to cause less alarm in that state than in Chicago, for it was generally believed that the wheat was too far advanced for the bug to do serious damage as it is principally on the young and tender plants that it gains sustenance by sucking the juices from the leaves.

The green bug (*Toxoptera graminum*) was first recognized as an economic factor in Italy in 1852. Thirty years later specimens from this country were sent to the Agricultural Department and the bug has been reported from year to year in different localities ever since. The chief outbreaks in which the bug has done widespread damage were in 1890, 1901, and 1907. If it were not for its natural enemies there is no question but that the green bug would do irreparable damage each year as it reproduces rapidly, and no means have been discovered for its control. Doctor Forbes estimates the reproduction power of the aphids as follows: "Supposing that all the plant-louse descending from a single female hatched from the egg were to live and

reproduce throughout the year, we should have coming from the egg the following spring nine and a half trillion young. As each plant-louse measures 1-16 inch in length and 1-32 inch in width, an easy calculation shows that these conceivably possible descendants of a single female would, if closely placed end to end, form a procession 7,850,000 miles in length; or they would make a belt or strip 10 feet wide and 230 miles long."

The green bug lives on the young plants of wheat, oats, rye, barley, spelt, corn, and a number of grasses, and is also recorded on sorghum. The female, born from an egg which has been dormant through the winter begins to reproduce, without

sterilization. These stem mothers reproduce at the rate of about two a day during their 36-day life. The young in turn reproduce after seven days and continue to do so during life. At first the young are wingless but later in the season winged bugs appear which migrate freely to new feeding grounds. All the specimens are bright green in color as are the eggs. These later turn black.

The chief enemies of the green bug are the lady bug and the lace-winged fly which, both in the adult and larval state, feed upon it, and a small parasite fly, slightly longer than the bug, which lays its egg in the body of the aphid. The larva of the fly feeds upon and destroys the bug.

OUR VISITORS

W. E. COPENHAVER

AS SECRETARY and sales manager of the Bauer Brothers Company, Springfield, Ohio, W. E. Copenhagen has built up a big reputation for himself. But there's always a reason for success, and in this instance it lies within the man himself.

Whenever Mr. Copenhagen pays his semi-occasional



H. E. HALLIDAY

THERE IS a pretty well-grounded belief in all parts of the country that if the Hallidays of Cairo, Ill., were to suddenly pack up their belongings and move to other fields, it would be a far greater calamity to the city than the failure of its levee system. For the Hallidays have become so thoroughly identified with the best interests of



visits to the offices of the "American Grain Trade" we find ourselves confronted with a powerful dynamic force which is comparable only with "chain lightning" and we are led to the conclusion that "Chain Lightning" Copenhagen would be the most appropriate name in the world for him.

Of course, speed and efficiency have been his aim ever since he was in short trousers and probably it is because he has been so thoroughly filled with these qualities that he simply can't help making big headway. Popular alike with his subordinates and associates, it is not strange that the electrically-charged atmosphere around him is neither unpleasant nor disturbing. As a convincing rapid-fire talker he has few equals. He is recognized as an expert in relation to cottonseed products, but in the past few years he has directed most of his attention to "Scientific" grinding mills for grain and scientific management of men.

Cairo and the surrounding region that the thought of separation is inconceivable. It might be further said that the very name Halliday has stood for many years as the embodiment of one of the highest types of American citizen and business man.

It is surprising to learn how many Hallidays there are at the present time in Cairo, but of them all, probably the one to stand out most prominently is H. E. Halliday of the Halliday Elevator Company.

Mr. Halliday is one of the real "strong men" of the grain trade. Not content with his enormous grain business, he does the "Atlas stunt" with a number of other business enterprises. Despite the fact that his interests are so varied and many, his shoulders are broad enough to bear all their burdens and his mental capacity is of such high calibre that business worries are conspicuous by their absence. Perhaps also it is because he is an ardent golfer that he bears the marks of perpetual youth.

THE AMERICAN ELEVATOR AND GRAIN TRADE

April 15, 1914.



Published on the Fifteenth of Each Month

BY

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A. J. MITCHELL.....Business Manager

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This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, APRIL 15, 1914.Official Paper of the Grain Dealers' National Association
and of the Illinois Grain Dealers' Association.**STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC.**

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A. J. MITCHELL,
Business Manager.

Sworn to and subscribed before me this 19th day of March, 1914.

MABEL DURLAND,
Notary Public.
(My commission expires Nov. 16, 1915.)**A REVOLUTIONARY SUGGESTION**

The Western Grain Dealers' Association passed a resolution at the convention last week favoring a change from the present contract grades to those grades which enter more largely into general commerce. The contract grade of corn would become No. 3, or, according to the new grades, No. 4. This proposed change is to be offered as a suggestion to the Chicago Board

of Trade as a means of controlling the fluctuation in price between the last day of the month and the first of the succeeding month. There is much to be said against the practice of basing all contracts on grades which enter so little in actual commercial transactions. On the other hand the conditions arising from the suggested change would be quite different from those to which we are accustomed, and every possible contingency should be well canvassed before acceding to the Western Dealers' proposal.

McCUMBER BILL GETS A HEARING

For ten years Senator McCumber of North Dakota has been trying to get a vote on his bill for Federal inspection of grain. On March 19 it was made the unfinished business of the Senate, by which it becomes the regular order of business at two o'clock each day until disposed of. The indications are that it will reach a vote at this session. The bill is so obviously lacking in several essentials and so overburdened with needless and expensive provisions for inspection that its passage can hardly be imagined. Uniform grading at all exchanges in the country is a necessity which must soon be provided for.

The McCumber Bill not only does not provide for this, but multiplies inspections indefinitely with no provision for final judgment. Eventually the cost of every inspection will have to be borne by the producer, the farmer. Mr. McCumber would saddle upon his constituents this burden, which would be felt by every grain raiser in the country, and with absolutely nothing gained to compensate for so great a cost. We admire the Senator for his perseverance and regret that we cannot give so full a measure for his perspicacity.

NOT A BOMBSHELL

The announcement made during the past month that the Equity Exchange is to move from Minneapolis to St. Paul caused some surprise, but by no means the consternation that the promoters of this Exchange would no doubt have liked to perceive. Nor is there reason to believe that the near future will see any panicky business conditions on account of the removal. To more than a few people the Equity Exchange has yet to justify its existence. There are many things connected with its operation in the past that demand explanation. To say that the mere relocation of this Exchange in St. Paul will greatly benefit the latter city seems absurd from this angle.

We have the greatest of admiration and respect for St. Paul, not only as a city but as a growing grain center. But it is folly for the business men of the city to set up the extravagant claims attributed to them relative to exceeding Minneapolis in total grain receipts. It would be a hard task to overcome the work of 50 years, even had the Equity Exchange been a success in the past, which must be emphatically denied. The geographical position of the Twin Cities with relation to each other naturally engenders rivalry, but it would seem the part of wisdom for St. Paul to strive for a steady growth rather than allow herself to be handled a gold brick.

Minneapolis is a great primary market for a

number of reasons. What are perhaps the best of these are stated by the *Farmers' Tribune* of Minneapolis as follows:

The first reason for the growth of the grain business at Minneapolis was the water power at the falls. The second reason was the 20 old flouring mills, costing millions, that were built around the falls to use the power to grind the wheat. The third reason was the railroads that were built from Minneapolis to the grain fields of the Northwest to haul to the mills the grain for grinding. The fourth reason was the great terminal elevators built by millers, railroads, and grain merchants to hold the grain shipped in after harvest until it was needed for grinding into flour. And other reasons were the organization of millers, grain merchants, railroads, bankers, insurance companies, and the various distributing agencies, all correlated and working harmoniously on a strictly cash basis to pay farmers the highest cash price for wheat and to distribute the flour to the wheat-eating people of the world.

The securing of an option on an elevator and the selling of stock in the enterprise is in line with the former policy of an Exchange whose most valuable asset up to the present time appears to have been its title. And that, according to reports, is a misnomer. It is hardly reasonable to suppose that the promoters will change their business methods in a day, but it is equally certain that success will not attend them otherwise.

A NEW FREIGHT BILL RECOMMENDED

The Interstate Commerce Commission has approved the new form of freight bill which was adopted by the conference of shippers and carriers some months ago and agreed to by the American Railway Association. The new form has space for and should show the point of origin; the date of shipment; the weight of shipment; the route, including the name or initials of each carrier participating in the haul and the junction points through which the shipment moved; the initials and number of the car; an adequate description of the property transported; the rate or rates applied for the service; a statement of the nature, amount and point of accrual of each item of charge for stop-in-transit, reconsignment, switching, car service, storage, and any other charge incident to the transportation; the name of the consignor and the date of arrival at destination. These items will improve the service of the freight bill to both carrier and shipper, and will obviate disputes over charges, optional haul and nature of consignment.

A SHORTSIGHTED POLICY

The policy of the Wisconsin Tax Commission in its avowed purpose to tax all grain held in storage on May 1, to its full value, will have quite a different effect than the one obviously sought. If it was expected to increase the revenue of the state by this means, a surprise is in store for the honorable commissioners. The only result will be to divert all grain shipments away from Wisconsin elevators. Nearby states will reap the benefit. This is another case of a kind which is repeated over and over again. It is written in the history of almost every public utility that when an attempt was made to reduce the cost to the consumer, the company protested that they would be ruined by the proposed reduction. And yet when the reduction

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was made over the company's protest, almost invariably the increased consumption more than made up for the decrease in rates. This is entirely analogous to the tax commission's ruling. By a liberal policy of taxation, shippers would be encouraged to send their grain to the state, the granaries would overflow, the tax returns would be largely increased, and yet the burden on each bushel of grain in store would not be excessive. No subject, apparently, is so difficult to learn as the history of economies.

EXTENDING THE WATERWAYS

Not long ago the amalgamation of twelve large Canadian steamship companies was reported, with the capital stock running up into several millions. At that time it was thought that some effects would be felt by the grain trade, because most of the vessels belonging to the consolidation derive their chief revenue from carrying grain on the Great Lakes. An announcement has just been given forth to the world that the amalgamation is only the first step in what promises to be a truly gigantic project.

The plan of the capitalists back of the combine is to build as rapidly as possible a series of dry canals connecting the navigable portion of the St. Lawrence River with Fort William and Port Arthur. The ultimate aim is to bring steamers all the way from Liverpool and Hamburg to the Canadian head of the Lakes, where the company will be in a position to tap the great wheat fields of the West. However visionary this may seem at first glance, it is by no means impossible, and the first step, the consolidation of opposing interests, has already been accomplished.

THE USE OF THE WORD "ONLY"

One of our esteemed contemporaries seems to have formed the habit of comparison in its no doubt laudable endeavors to present its activities prominently to the grain trade. Taking one of many instances as an example, it pointed with a great deal of enthusiasm to the fact of its being the only grain paper represented at Washington at the preliminary inquiry on the Manahan resolution before the House Rules Committee.

The use of the "only" in this connection implies a dereliction of duty on the part of other grain journals and becomes a rather back-handed kick to those poor grain periodicals who perhaps didn't have the money to get to Washington on this occasion.

No journal should be criticised for taking the center of the stage and calling attention in as loud a manner as it deems necessary to its activities in promoting the grain trade's (and its own) interests, so long as it does not imply a lack of enterprise and spirit of helpfulness on the part of its contemporaries. Doubtless other grain publications are spending in their own way as much money, and intelligence, and sincere effort to be of real service to the grain trade, and who are rather seeking to merit the good opinion and the business of the trade by so doing than by over much talking about it.

Is it not possible that again the power may not be in the fire, or the wind, or the water, but in the still small voice. Anyway corners

are abolished whether in small or coarse grains in our large marts, or on the Moses market for leading the grain trade out of the wilderness.

PROGRESS OF THE RATE CASES

The grain trade is still somewhat divided on the proposed rate increases although of course the majority are opposed to any advance. Several big organizations, however, notably the Cincinnati Chamber of Commerce have placed themselves on record as favoring a 5 per cent increase. Meanwhile the hearing drags on interminably and it seems a decision will not be rendered at an early date although its final arguments will be submitted to the Commission, commencing April 27.

A most interesting element injected into the case is the reported statement of President Wilson that the railroads are entitled to advance their freight rates because thousands of innocent purchasers of railroad stocks would be injured by a refusal of the rate advances. This position while tenable does not seem of itself to justify a decision in favor of the railroads. The latter agree that reforms in the financing and management of the great trunk lines are imperative, but point out that the rate regulating body has had ample power to carry out these reforms during past periods of prosperity, when the adjustment would not have disturbed business conditions. It is certain that whatever the final decision of the Commission may be, the body will point out many ways whereby the carriers could increase their revenues by eliminating special free services.

WHERE THE LEVER BILL FALLS DOWN

With the advice and backing of the Agricultural Department, the Lever Bill was looked forward to by the grain trade with keen anticipation. It was hoped and expected that it would furnish, without the necessity of amendment, those cures for which the trade has long been suffering. The main features desired in the bill were: First, the securing of uniformity of grading; second, the adequate protection of shippers and receivers in interstate commerce in grain; third, accurate inspection and grading which would be final; fourth, definite procedure for dispute as to grade. In none of these respects is the Lever Bill satisfactory.

First of all, the only provision for insuring uniformity is in the section which provides that the Secretary of Agriculture is authorized to cause inspections and examinations to be made of any grain which has been certified. This allows for supervision but does not provide definitely for it. This provision should be specific and comprehensive. Second, invoices or bills of lading need be no more exact than at the present time. Third, every inspection is subject to revision, and no grade can be assumed to be valid until the grain is consumed. Fourth, an appeal should be taken and reinspection ordered only at point of original inspection and upon sample of original grain obtained in a manner provided in the bill. This the bill does not provide, and, for all there is in it to the contrary, appeal may be made and reinspection ordered at destination and after the grain has undergone material deterioration.

The grain trade as a body should unite in

working for amendments that will settle these questions beyond dispute, so that their proper administration will not devolve wholly upon the Secretary of Agriculture, who already is allowed unprecedented power in regulating the trade. No industry in the country is so dependent on the whim or caprice or judgment of one man as is the grain trade upon that of the Secretary of Agriculture by the provisions of the Lever Bill.

LIMITING THE PROTESTS

On April 1, Senator La Follette introduced a resolution in the Senate, amending the Commerce Act so that any person who tries to influence any member of the Interstate Commerce Commission in his decision of any case, by a written, printed, or oral communication, except as provided under the rules of the commission, shall be punishable by a fine up to \$2,000 or imprisonment for one or both. If this amendment were passed the only way persons or associations could represent their views would be to appear at a public hearing of the commission. This would often entail great expense. If a communication were sent to the commission containing an argument for or against a pending ruling, the sender would be liable to punishment. It has been the boast of the Interstate Commerce Commission that on all questions they desired the greatest light. Senator La Follette's amendment would snuff the candle of truth in many cases affecting isolated parties who could not afford the expense of attending a hearing. It would limit the testimony to the rich individual or corporation and would be a very real discrimination against the poor victim. Senator La Follette's record in dealing with the railroads in his own state is so admirable, that it can hardly be charged against him that his purpose in this resolution is to give them an undue advantage over the shipper, and yet most grain dealers will agree that this would be the effect of the amendment so far as most of them are concerned. The resolution will bear watching.

CO-OPERATION WHICH DOES NOT CO-OPERATE

It is the boast of many co-operative concerns that their elevators declare dividends of 20, 25 or even 50 per cent. These arguments are used with telling effect by the organizers of new co-operative elevator companies. Such practice is not co-operative. No man can get rich by investing in a truly co-operative business. In the nature of things, any profit over a fair interest on the stock investment is impossible, or else the farmers who are not stockholders and who do business with the concern are being fleeced. A co-operative elevator which declares a profit of 20 per cent is just as much a closed corporation as Standard Oil, its name to the contrary notwithstanding. True co-operation benefits every participant in the business, stockholder or not. Many elevators bearing this name are exploiting the surrounding farmers by representing themselves for something they are not. The name is merely a bait to the credulous who have a vague idea that co-operation is a good thing, and so are easily induced to become parties to the fraud. Such co-operation is a good thing—for the stockholders.

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EDITORIAL MENTION

Sending Argentine corn direct to Chicago by an all-water route via Montreal is the latest development in the trade.

According to the crop improvement "sharks," an agriculturist is a man who can raise one perfect ear of corn. A farmer is one who is satisfied with fodder.

Beauty is to be still further sacrificed to utility if a state legislator of Kansas has his way. He proposes to plant alfalfa on the state capitol grounds. Why not wheat, corn or other cereals?

Co-operation is the theme of a recent circular sent out to grain dealers and millers of Indiana by Secretary C. B. Riley. He rightly points out that mutual interests can in no other way be so effectively advanced.

Strikes are deplorable things at best and somehow or other Buffalo seems to have more than her share. The recent strike of grain elevator workers in that city, which has just been settled, caused a big loss, it is reported.

The exceedingly roseate wheat report of the Government came as a surprise to many. A large crop had been generally estimated, but that it would approach the record figures indicated by the condition reports had been conceded by but few.

The free seed appropriation came to life again this year, and after all the agitation to have abolished what really amounts to a petty graft, the distribution of seeds to loyal constituents will once more be the privilege if not pleasure of Congressmen.

The vigorous campaign which has been started by F. W. Albrecht, the Ohio State Sealer of Weights and Measures, against all who are using defective weights should be a hint to grain dealers in that state to have their scales inspected as soon as possible.

With that characteristic anticipation, amounting in some instances to almost sublime optimism, the Pacific Coast states regard the passage of the McCumber Bill as an assured thing. In fact, a Federal inspector of grain at Portland, Ore., has already been asked for.

At this time of the year all roads lead to polities. An Illinois newspaper makes the assertion, and we hope it has met with gratifying response, that almost any man is smart enough to be Governor but the business of conducting a grain elevator at a profit requires genuine ability.

The new regulation admitting seeds to the parcel post rates had scarcely gone into effect before the post office at Prescott, Ariz., was literally swamped with seeds. Among the shipments received there were forty-five mail sacks of milo maize seed containing in all over 1,500 separate packages. Unfortunately from the sender's standpoint, some enterprising individ-

ual cornered most of the packages from none too enthusiastic recipients and forthwith proceeded to use the seed for poultry food.

An effort to obtain exact figures of grain production is the purpose of a bill recently introduced into Congress. It ingeniously provides that every owner of a threshing machine shall be compelled to register his machine and fill out blank forms showing the amount of grain handled by the machine.

It may one of these days be a misdemeanor for managers of grain elevators to refuse information about stored grain. A bill has been introduced in the House of Representatives to this effect. The purpose of the bill is to aid the Director of the Census in estimating the visible supply of farm products.

A call has been sent out by the secretary of the Grain Dealers' National Association asking members to rally to the support of the Pomerene Bill which is now on the Senate calendar. The proposed bill will correct a great many things in connection with bills of lading and deserves the utmost efforts on the part of all grain men to secure its passage.

We never knew it to fail that similar freaks of nature come in bunches. The announcement of the 14-inch ear of corn exhibited at the National Corn Exposition of course drew out all other ears of the same size in the country. At the corn show held at Wells, Minn., during the past month no less than three ears of this phenomenal size were shown.

The question of free wheat in Canada was again brought up the other day but Finance Minister White in his annual speech before the Canadian Parliament rejected the plan. The opinion will not down, however, that the adherents of free wheat are growing in number and that it is merely a question of time before the tariff on wheat is removed.

It is pretty generally conceded that there will be an investigation of grain exchanges by Congress, but it must be remembered that such an inquiry was asked for by the Council of Grain Exchanges. The Manahan resolution will not be responsible for it. Incidentally, it is probable that the investigation will be extended to cover cotton exchanges as well.

Not that it matters much, but have you heard the latest from the Alfalfa Boosters Union? Why, it seems that alfalfa was the identical grass on which Nebuchadnezzar was wont to feed. Not much recommendation surely, when one comes right down to the exact facts, for history says that the old Babylonian king was crazy when he tackled the grass diet.

A veritable deluge of grain conventions occurs during the early part of the summer. For a grain man to attend all of them would require the expenditure of a great deal of time and energy and he would probably be in line for a rest cure or sanitarium at the close. It is interesting to note that an increasing number of associations are now holding their hot weather meetings at summer resorts which al-

lows the delegates and visitors to obtain to some degree a vacation between the sessions. This should prove to be a help both from the standpoint of attendance and the conservation of good nature.

An inland waterway system is being advocated in Canada to enable large vessels to carry grain from the prairie provinces of Manitoba, Saskatchewan and Alberta to the ocean. This is at present only a visionary scheme but its advantages are obvious if it could be carried through, for besides meaning a cheaper hauling charge, numerous transfers would be eliminated.

Governor Glynn of New York thought he had detected a "joker" the other day in an amendment to the warehouse law of that state and promptly vetoed same. The present law in relation to elevators and warehouses in cities of 130,000 and over specifies that not more than five-eighths of a cent a bushel shall be charged by their owners. The vetoed measure would have permitted the fixing of the fee by "any person, co-partnership, or corporation, or association of persons, co-partnerships and corporations, or any of them." The Governor decided that many corporations owning warehouses and elevators might organize under this protecting clause and his veto followed.

The seaboard grain exchanges have placed themselves squarely on record as condemning both the Lever and McCumber Bills. The former is unworkable, while the latter is even worse. The Grain Dealers' National Association is committed to Federal supervision, hence the McCumber Bill is out of the question and the Lever Bill will not fulfill many of the required conditions. Hence the meeting called April 20 at Chicago for the entire grain trade by the Legislative Committee of the national body should be of supreme importance in its consideration of the various phases of the Lever Bill. For the benefit of those not entirely familiar with the two bills a brief summary of both has been printed on another page of this issue.

H. G. Solem, who recently figured in the Congressional hearing of the Manahan Resolution at Washington, representing certain farmers' elevator interests, comes forward with the following "simple" requests: That Congress enact a law prohibiting gambling in imaginary grain, known as an anti-option law; a law establishing a Federal system of weighing, grading and inspection of grain; and a law for the establishment of government warehouses at the great terminal grain markets, where grain in carload lots may be stored and money drawn against warehouse receipts. Outside of these little matters Mr. Solem desires nothing. In other words, he wishes to create a tremendous upheaval in the grain business, throwing the trade into confusion and causing retrogression which will in the end react almost entirely upon the farmers could Mr. Solem and a few others of his ilk only be made to see it. Every man is entitled to his own opinion of course, but the time is coming when ignorance of vital economic questions will be labeled a crime. That period will see a business millennium.

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E. W. BAILEY
Chicago.

NEWS OF THE TERMINAL MARKETS



MARSHALL HALL
St. Louis.

GREATER HAY FACILITIES FOR ST. PAUL, MINN.

The establishment of a \$1,000,000 hay market terminal at St. Paul, Minn., is under consideration by the hay and grain men of the Twin Cities and the railroads. Last year St. Paul merchants handled 8,000 cars of hay and Minneapolis nearly as much.

THE TREND OF OATS

The fear of Canadian oats invasion is lessened by the report that Argentine's exports will be small, and Europe may have to substitute the Canadian variety, say Southworth & Co., Toledo, in April letter. This would bring a better demand for western oats. But that is all in the future. Present indications are that oats will look to corn for guidance.

CHANGE IN RULES ON TIME SHIPMENTS

The members of the Philadelphia Commercial Exchange recently voted to conform to the rules of the Grain Dealers' National Association as to time shipments of grain. According to the old rules, Sundays and legal holidays were counted out in the calculation but will be now included, the basis being calendar time. It will be necessary hereafter for a dealer who finds himself unable to fill his contracts to notify the buyer by wire instead of by mail.

CHICAGO ADOPTS THE NEW CORN GRADES

The Board of Trade of the City of Chicago adopted the new contract corn grades on April 13. They provide that No. 1 and No. 2 White and No. 1 and No. 2 Yellow shall apply at one-half cent premium over the contract price which is for No. 1 and No. 2 Mixed. No. 3 Yellow and No. 3 White are deliverable at 2 cents discount and No. 3 Mixed at 2½ cents discount. It is permitted to deliver No. 4 during November, December, January and February only, at 4½ cents discount for the White and Yellow and 5 cents for the Mixed.

COMMITTEE ON GRAIN AND AGRICULTURE

Fourteen members of the Commercial Club of Omaha, Neb., for the most part grain men, have been chosen to constitute the committee on grain and agriculture which is one of the standing committees of the club. The committee has no regular time of meeting but is subject to the call of chairman. It is made up as follows: F. S. Knapp, chairman; C. L. Bancock, A. H. Bewsher, J. T. Buchanan, J. H. Conrad, C. C. Crowell, H. H. Holcomb, J. G. Ingwersen, C. J. Lam, J. J. Melick, J. L. Rosicky, T. F. Sturgis, N. T. Thorson, H. G. Windheim.

SPECULATION THE FARMER'S FRIEND

"Speculation is the farmer's best friend," asserts "Our Boy Solomon" of Toledo.

New tariff tends to keep our grain prices near a world basis. Foreigners would dictate if speculation did not interfere and put a backbone into the market. Present plenty and new conditions have partially paralyzed speculation. That is why bulges are feeble. It takes demand to put up prices. Speculation furnishes the demand when farmers are the most anxious to sell. It also helps consumers to buy when the supply is limited. It tends to prevent violent fluctuations and to steady values. Boards of Trade are not secret societies. The grain trade of the world meets there every day. There is keen competition. They get producer and consumer together with the smallest possible expense. They spend millions gathering information about world conditions and spreading it free to everybody. They

help to move the crops. They make it possible for men with moderate capital to do a grain business. Free trade in grain futures is necessary and desirable."

TIME ALONE CAN TELL

Whether the free purchases of Argentine new corn covering various periods into the summer are cheap as compared with the American, will be determined only after arrival of the cargoes, when condition and quality can be determined. As this will be the first American experience with the new crop from Argentine it is not yet an accepted fact that it is really so cheap as it now seems, or that the American corn is not preferable, even at the higher price.—Pope & Eckhardt Company's Chicago Letter.

NEW OFFICERS AT DETROIT

Members of the Board of Trade of the city of Detroit, Mich., showed their confidence and approval



FRED. W. BLINN

Re-elected President, Detroit Board of Trade.

of the administration of Fred W. Blinn by re-electing him president of the Board for the ensuing year, at the March election. Other offices are as follows: First vice president, Harry B. Simmons; second vice president, Clifford R. Huston.

Directors, F. Wm. Lichtenburg, Lynn Hobart, Frank T. Caughey, Kenneth P. Kimball, Robt. L. Hughes, George Beck, Arthur S. Dumont, T. W. Swift.

MARKET CONDITIONS AT NEW YORK

Under date of April 11, L. W. Forbell & Co. of New York City write:

"The speculative markets for coarse grains have been in an unsettled condition, showing extreme weakness at times and rallying only when temporarily oversold, only to become weak again later on. This has had an unfavorable influence on local dealers, who now have but little confidence in the stability of present values. The demand for spot oats has become much smaller, the trade evidently adopting the policy of buying only to supply urgent necessities, and showing no disposition to provide for the future. The present situation is due pri-

marily to the talk of large importations of Argentine corn and the freer importations of Canadian oats. It would seem as if too much importance has been attached to these rumors, which, while having more or less foundation, have been used to the utmost to discredit values. The conditions now existing respecting immediate supply and demand do not warrant material declines from the present level of values."

OATS WILL BE EASILY INFLUENCED

"Oats, like corn, are in a flexible position," say E. W. Wagner & Co., Chicago, in April market letter. "Their April range may equal 4 cents. At 37 to 38 cents for all months they respond to the 65c level in corn as regards imaginary sentimental levels. Oats face some May delivery liquidation but their consumption is huge and bearishness must be avoided in April and May after nominal downswings. Oats can be seeded swiftly and planting delay means nothing. If a fine start to the new crop there will be a selling move in the September month."

J. F. ZAHM & CO. DO BIG BUSINESS

Early in April, states J. F. Zahm & Co., of Toledo, after executing orders in Chicago for 785,000 bushels of May and July wheat, 690,000 bushels of May and July corn, 280,000 bushels May oats, and buying and selling 8,500 bags of April and October clover seed, and 400,000 May wheat in Toledo, besides selling 22 ears of wheat, 16 ears of corn and 8 ears of oats, 5,800 bags of cash seed and filling orders for 360 copies of our "booklet," we woke up and found it was April 1st and the whole business an April fool dream! Anyhow it was "some" business.

QUEENADELAIDE WILL MARRY

If it is true that all the world loves a lover, it is equally true that all the world adores a bride. We are equally sure that Queen Adelaide is adorable and, as one of the queen's most humble subjects, we would respectfully implore the opportunity to offer up our adoration. Not only for ourselves, but for the wide circle of grain men who, through the King, have become Queen Adelaide's loyal subjects. Taxation without representation is distasteful to all the King's wide retinue. Therefore, in humble solicitation we petition a gracious request for our presence, with that of our friends, at the queen's festival, so that we may properly offer up our homage, our good wishes and our adoration to the adored and adorable Queen Adelaide.

CORN TO DO BETTER

In their letter of April 10, T. A. Grier & Co. of Peoria say:

"Corn seems to us to possess elements of strength which we believe will be particularly noticeable during the next few weeks that ensue before and during corn planting time. It would look as though during that period stocks are likely to become very small at all points, for the farmers will be exceedingly busy. The strength in cash corn has been very noticeable this week. In Peoria on Wednesday, No. 3 corn sold at 69 cents—with the Chicago May at the same time 69½-¾ cents. No. 4 corn sold at 68½ cents. Country elevators are reported very bare of stock and nothing doing in the way of farmers' deliveries. The cash corn for the last ten days has been largely affecting and making the future markets. This seems to be indicated by the May corn, which a week ago was ½ to ¾ cent under July, on Wednesday sold at a premium over

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July, seeming to indicate less dread as to May deliveries, and an appreciation of the fact that the May corn seems cheap as compared with the cash. In fact we think that the continued large corn requirements for feeding and industrial purposes in the West and Southwest are turning what promised to be a weak situation in the options, particularly May, into a strong one, thus reversing the situation of a month ago."

ANNUAL STATEMENT ST. LOUIS TRADE AND COMMERCE

The annual statement of the trade and commerce of St. Louis, Mo., for the year 1913 has just been published, compiled by Eugene Smith, secretary of the Merchants' Exchange of St. Louis. It is a comprehensive book of 275 pages with reports on all of the city's various industries. On the subject "Grain" the secretary states:

"St. Louis continues to maintain its position as one of the great primary grain centers of the country, holding third place, Chicago and Minneapolis preceding. Receipts for 1913 were again record ones, surpassing any previous period in the past score of years or more, aggregating 80,498,694 bushels, as compared with 79,997,310 bushels the previous year and 63,581,997 bushels two years ago. The total shipments footed 53,263,515 bushels as against 50,743,525 bushels in 1912.

"The total production of the five principal cereals in Missouri for 1913 was 283,206,718 bushels, as against 309,150,000 bushels in 1912 and 246,619,000 bushels in 1911. The total value for 1913 was \$132,053,229."

CHANGES IN MEMBERSHIP

Secretary J. C. F. Merrill of the Chicago Board of Trade reports that Peter P. McLaughlin, William Leguer, Edward T. Bedford, Wilbur F. McWhinmey, Charles M. Replogle, Leo A. La Racque, William T. Roberts, O. V. Beauvais, John M. Tenbosch and Moses Senger were elected new members. The memberships of George H. Bryant, Edward T. Cushing, Percy Andrea, Frederick T. Bedford, Jr., Melborne McFarlin, Herman Stolze, Charles B. Congdon, Jessie Breegel, Frank N. Thayer and August Brosseau have been transferred.

George Hadrill, secretary of the Board of Trade in Quebec, Canada, states that W. H. Lamer was admitted to membership.

The Phillips Patterson Company has been enrolled in the Grain Exchange of Richmond, Va., according to report of Secretary Y. E. Booker.

At the recent meeting, Secretary Eugene Smith reports that Geo. S. Tiffany, Fred Huttig Bernet, Harry N. Meissmann and T. Maurice Scott were admitted to the St. Louis Merchants' Exchange. Those canceled by having their memberships transferred are Emory Fay, R. F. Phillips, Henry C. Barr and Walter N. Ernst.

WHEAT NEEDS A TONIC

Seaboard exporters report a very discouraging outlook for export business at present, states Finley Barrell & Co. Chicago letter. The trade abroad have been flooded with glowing reports of the enormous winter wheat crop we have in sight and its superlative condition. Although they need supplies they are holding off expecting sharply lower prices to prevail. The European statistics are still very strong. The visible decreased 2,520,000 bushels to 81,906,000 bushels vs. 89,376,000 bushels one year ago. The "on passage" decreased 1 1/4 million bushels to 48,292,000 bushels vs. 57,488,000 bushels last year. Broomhall notes generally light foreign stocks and diminishing. He also says that purchases in the immediate future are a necessity. Russia still holds fast to her wheat, although she offered a trifle more freely this week. Interior stocks are large, but the port supplies are small and tightly held. Generally speaking the outlook for winter wheat abroad is favorable.

Futures have declined under short selling and liquidation in May wheat. Long May holdings have been coming on the market freely and have been replaced moderately in July. Outside interest is still small and nothing short of crop damage or important news will dispel this apathy. It appears prob-

able that failing in important crop deterioration future values will decline to a point where export sales can be consummated. For the present we believe that one should meet all such declines with buying orders and more especially in July.

TERMINAL NOTES

Lorenzo J. Riley has been appointed assistant secretary of the Philadelphia Commercial Exchange.

George G. Barnum of the Barnum Grain Company of Duluth, Minn., recently sailed with his family on a trip to Japan.

E. William Kolb of A. O. Slaughter & Co. of Chicago arrived home recently from an extended trip to the Bermuda Islands.

Newman & Malkemus of St. Louis, Mo., have removed to larger quarters at 214 Rialto Building, corner of Fourth and Olive streets.

Charles C. Gorsuch of the N. I. Gorsuch Grain Company of Baltimore, Md., sailed recently on an extended trip to England and the Continent.

H. Jacobs has opened an office in the Randolph Building at Memphis, Tenn., and will carry on a general brokerage business in grain and feeds.

George E. Marcy, president of the Armour Grain Company of Chicago, returned the first part of April from a two months' visit and rest in Southern California.

J. L. McCaull, head of the McCaull-Dinsmore Company of Minneapolis, Minn., returned home early in April from his winter visit to Southern California and Arizona.

The W. H. Wright Grain Company of St. Louis, Mo., has been incorporated with a capital stock of \$2,500. The incorporators are W. H. Wright, G. O. Waters and H. A. Hamilton.

The Montana Mill & Elevator Company of Billings, Mont., has been incorporated with a capital stock of \$25,000. The incorporators are P. Wesch, G. H. Root and C. C. Oehme.

Albert E. Emmons, who has been associated with the grain firm of Brook & Pennock of Philadelphia, Pa., for a number of years, has engaged in the grain business on his own account.

The Donahue & Stratton Company of Milwaukee, Wis., handled the salvage barley damaged in the fire which recently destroyed the M. H. Pettit Malt Company's plant at Kenosha, Wis.

The local offices of Lamson Bros. & Co. at De Kalb, Ill., have been removed to more commodious quarters at 206 and 207 Odd Fellows' building. George Laker is manager of the office.

H. B. Watson has severed his connection with the grain exporting firm of Maclarens & Gentiles of New York, N. Y., and is now acting as representative in New York of Hardy & Mullenkamp of Buenos Aires.

W. J. Russell of the grain firm of Gregory, Johnson & Co. of Minneapolis, Minn., has expended some \$30,000 on a plot of ground in the lake region of Minneapolis and will erect thereon a new handsome residence.

L. C. Newsome, who has been the manager for a number of years of the Pittsburgh feed department of the Quaker Oats Company of Chicago, Ill., has become associated with the Pioneer Cereal Company of Akron, Ohio.

The Miller Grain & Commission Company of Birmingham, Ala., has been incorporated by W. L. Miller and L. J. Miller to deal in wholesale grain, flour and feed. The company has a large warehouse at 2231 Morris Avenue.

The state civil service commission has announced an eligible list of some 35 grain samplers for the Chicago grain office. These men passed a state examination early in the year and will fill vacancies created by the removal of so-called "midnight employees" of the last administration.

E. M. Jolly, well known in southwestern grain circles, is now buying wheat on Change at Kansas City, Mo., for the Zenith Milling Company, R. E. Kidder Flour Mills and the Waggoner-Gates Milling Company, all of Independence, Mo. Mr. Jolly was the first representative of Kansas City, Mo., of the

J. Rosenbaum Grain Co., of Chicago, but later engaged in the grain business at Topeka and Wichita.

Norris & Co., whose offices are located in Room 42, Board of Trade Building, Chicago, will add 800,000-bushel storage to the capacity of their elevators.

Luther M. Jackson, head of the grain firm of Robinson & Jackson of Baltimore, Md., was married recently to Miss Mary Palmer. After a honeymoon spent in the Bermuda Islands they will make their home in Roland Park, a suburb of Baltimore.

A. L. Wayne of the Nash-Wright Grain Company, Chicago, returned the first part of April from a six weeks' stay on the Pacific Coast. Mr. Wayne's father resides at Pasadena where he spent the greater part of his time yet also visited in San Diego and Los Angeles.

William Rahr & Sons Company, maltsters, of Manitowoc, Wis., and Chicago, Ill., will build a new large malt house at Minneapolis, Minn. The growth of Minneapolis as a barley market is given as the cause of the construction of the elevator, which will have a capacity of 1,000,000 bushels.

The Acme-Evans Company has been organized at Louisville, Ky., as a subsidiary company to the Acme-Evans Company of Indianapolis, Ind. The company is a large buyer of wheat for its flour mills. Officers are Edgar H. Evans, president; I. E. Woodward, vice-president; John A. Reis, secretary; E. C. Johnson, treasurer.

E. Wallace Bailey, formerly connected with the Illinois State Grain Inspection Department of Chicago, Ill., has been appointed chief grain inspector at East St. Louis, Ill. Before leaving Chicago to take up the duties of his new office his associates in the inspection department gave a banquet in his honor at the Hotel La Salle.

John F. Courcier, recently manager of the Toledo branch office of E. W. Wagner & Co., of Chicago, has been appointed superintendent of rates and service by the Public Utilities Commission of Ohio to succeed O. P. Gothlin who resigned in February. Mr. Courcier was selected upon recommendation of the Ohio Shippers' Association.

Clyde M. Healy, chief clerk of the Illinois State Grain Inspection Department, Chicago, Ill., resigned his position April 1. Mr. Healy had been connected with the department for the past ten years and the annual reports of the department, which have been very widely read by the grain trade for years, were prepared under his supervision.

C. F. Staples, who has been for fourteen years a member of the Minnesota Railroad and Warehouse Commission, has been appointed a member of the advisory board on valuation to the Interstate Commerce Commission. His place on the railroad as warehouse commissioner has been taken by O. P. B. Jacobson of the State Board of Grain Appeals.

The C. L. Maddy Company, of Perrysburg, Ohio, operating the elevators in that town, and H. W. De Vore & Co., of Toledo, have consolidated. Hereafter the Perrysburg firm will be known as C. L. Maddy & Co. C. L. Maddy will remain as manager of the elevator. The company will also own and operate the Lime City elevator which is under the management of C. F. Rider.

J. T. Pope, grain inspector, for the Grain Dealers' Association and the Chamber of Commerce of Mobile, Ala., is advocating the remodeling of the Mobile & Ohio Elevator at that point so that it can properly handle cargoes of Argentine corn to this country and also take care of export grain business. He states that until better facilities are provided, Mobile will be left far behind New Orleans and other ports.

The Early & Daniel Company of Cincinnati, Ohio, has acquired by purchase the grain elevator on Sixth street near Cass street owned by the Union Hay & Grain Company. The elevator has a capacity of 200,000 bushels and will be operated in addition to the elevators owned by the Early & Daniel Company at Sixth and Harriet streets and on Hunt street. The elevator at Sixth and Harriet streets will be devoted to the manufacture of the company's molasses feed, a business which has grown very

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rapidly the past few years, while the newly acquired property will be used for its regular grain business. There will be no change in the business of the Union Grain & Hay Company as it will still operate its hay warehouse at Sixth street near Mill Creek and carry on its regular track hay and grain business.

C. A. Wright of the grain firm of Wright & McWhinney of Des Moines, Iowa, has recently bought controlling interest in the Des Moines Elevator Company, including the holdings of M. McFarlin, who has been president of the big east side terminal company since its organization by him and his associates in 1899. Mr. Wright has also bought the holdings of other large interests in this company during the past two years, including those of Messrs. Hancock, Hodgson, Consigny and Gilchrist, who have been large shareholders since the organization of the company. It is assumed that Mr. Wright will succeed Mr. McFarlin as president of the company, aside from which there will be no change whatever, either in the policy or personnel of the company. H. C. Moeller will continue as secretary and treasurer of the company. Mr. McFarlin retires from the active management of the company's affairs after a period of over fifteen years of active successful business administration, and from active connection with the cash grain trade after an experience of about thirty years, in which he has always been an important figure.

RECEIPTS AND SHIPMENTS

For the leading receiving and shipping points in the United States, the following reports show the respective amounts of grain, grain products, hay and seed for the month of March, 1914:

BALTIMORE.—Reported by Jas. B. Hessong, secretary of the Chamber of Commerce:

	Receipts	Shipments	
Articles.	1914.	1913.	1914.
Wheat, bus.....	1,156,837	343,508	957,952
Corn, bus.....	207,683	5,194,286	113,201
Oats, bus.....	272,733	385,742	12,734
Barley, bus.....	22,747	1,350	16,596
Rye, bus.....	195,915	157,590	102,876
Hay, tons.....	8,101	6,659	635
Flour, bbls.....	139,888	133,710	70,515

CHICAGO.—Reported by J. C. F. Merrill, secretary of the Board of Trade:

	Receipts	Shipments	
Articles.	1914.	1913.	1914.
Wheat, bus.....	1,930,000	2,418,000	2,394,000
Corn, bus.....	7,644,000	11,016,000	4,249,000
Oats, bus.....	8,263,000	8,305,000	8,618,000
Barley, bus.....	2,047,000	2,996,000	632,000
Rye, bus.....	299,000	289,000	183,000
Timothy seed, lbs.	4,393,000	2,831,000	3,977,000
Clover seed, lbs.	837,000	901,000	1,591,000
Oth'r grass s'd. lbs.	1,485,000	762,000	3,878,000
Flax seed, bus..	17,000	98,000	3,000
Broom corn, lbs..	1,256,000	1,747,000	997,000
Hay, tons.....	45,319	20,852	4,729
Flour, bbls.....	1,011,000	884,000	452,000

DETROIT.—Reported by M. S. Donovan, secretary of the Board of Trade:

	Receipts	Shipments	
Articles.	1914.	1913.	1914.
Wheat, bus.....	95,000	155,000	118,000
Corn, bus.....	391,000	204,000	254,000
Oats, bus.....	244,000	151,000	48,000
Barley, bus.....	2,000	.....	.....
Rye, bus.....	28,000	7,000	6,000
Flour, bbls.....	33,000	30,000	39,000

DULUTH.—Reported by Chas. F. MacDonald, secretary of the Board of Trade:

	Receipts	Shipments	
Articles.	1914.	1913.	1914.
Wheat, bus.....	1,111,267	3,749,927	182,328
Corn, bus.....	46,652	16,304	.....
Oats, bus.....	394,929	743,970	53,293
Barley, bus.....	155,686	493,470	344,629
Rye, bus.....	8,380	42,535	6,129
Flax seed, bus....	142,594	1,615,975	54,552
Flour, bbls.....	102,850	166,700	59,835

GALVESTON.—Reported by H. A. Wickstrom, of the Cotton Exchange and Board of Trade:

	Receipts	Shipments	
Articles.	1914.	1913.	1914.
Wheat, cars.....	217	.....	*332,000
Corn, cars.....	3	.....	.....
Oats, cars.....	8	.....	.....
Argentine corn... *Bushels.	*125,000	.....	.....

INDIANAPOLIS.—Reported by Wm. H. Howard, secretary of the Board of Trade:

	Receipts	Shipments	
Articles.	1914.	1913.	1914.
Wheat, bus.....	55,000	50,000	1,000
Corn, bus.....	1,426,000	1,039,000	446,000
Oats, bus.....	515,000	392,000	146,000
Hay, cars.....	226	40	.....
Flour output	44,525	32,880	.....

KANSAS CITY.—Reported by E. D. Bigelow, secretary of the Board of Trade:

	Receipts	Shipments	
Articles.	1914.	1913.	1914.
Wheat, bus.....	1,350,000	891,600	1,456,800
Corn, bus.....	4,495,000	893,750	2,882,500
Oats, bus.....	1,332,200	460,700	1,356,600
Barley, bus.....	39,200	30,800	4,200
Rye, bus.....	7,700	4,400	2,200
Kaffir corn, lbs...	25,300	111,100	42,000
Broom corn, tons.	820	480	153,000
Hay, tons.....	29,016	25,512	9,552
Flour, bbls.....	16,250	19,750	146,250

MILWAUKEE.—Reported by H. A. Plumb, secretary of the Chamber of Commerce:

	Receipts	Shipments	
Articles.	1914.	1913.	1914.
Wheat, bus.....	458,150	602,600	239,219
Corn, bus.....	1,463,700	947,540	855,084
Oats, bus.....	2,014,000	925,200	1,518,498
Barley, bus.....	1,588,350	1,479,400	354,488
Rye, bus.....	258,780	233,200	269,668
Timothy seed, lbs.	195,560	125,310	270,000
Clover seed, lbs..	246,733	216,705	464,730
Flax seed, bus..	68,970	51,600	1,210
Hay, tons.....	3,954	3,756	1,120
Flour, bbls.....	204,600	136,250	253,378

MINNEAPOLIS.—Reported by H. W. Moore, statistician of the Chamber of Commerce:

	Receipts	Shipments	
Articles.	1914.	1913.	1914.
Wheat, bus.....	8,684,170	10,014,140	2,371,180
Corn, bus.....	1,160,770	411,420	1,145,350
Oats, bus.....	1,155,150	1,335,880	2,071,720
Barley, bus.....	1,798,630	2,614,390	1,869,920
Rye, bus.....	276,980	280,870	302,220
Flax seed, bus....	592,260	1,056,760	34,070
Hay, tons.....	4,010	3,040	580
Flour, bbls.....	65,254	75,791	1,520,021

NEW YORK CITY.—Reported by H. Heinzer, statistician of the Produce Exchange:

	Receipts	Shipments	
Articles.	1914.	1913.	1914.
Wheat, bus.....	1,105,200	2,347,200	2,113,340
Corn, bus.....	176,750	2,173,375	73,954
Oats, bus.....</			

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this 'longer service' paint, and a longer service renders economy in labor and material. Do not be misled by a slightly lower cost for an inferior paint. Dixon's Silica-Graphite Paint is made in only one quality—the best. Made in Jersey City, N. J."

It was Shylock who said, "What if my house be troubled with a rat and I am pleased to give 3,000 ducats to have it banned!" Some price to have Mr. Rodent put away—much more evidently than that asked by the Red Cross Rat Embalmer Company of Minneapolis, Minn., who guarantee to clear out the rats and mice from the elevator in a single night without odor or trouble. A booklet of mills and elevators endorsing the company's method will be mailed free on request.

Hudson Silos for the storage of grain and seed are growing rapidly in favor with the grain trade as an economical means for housing grain. The manufacturers, F. E. Hudson & Sons of Ellisburg, N. Y., have drawings and specifications of complete plants with full information as to the many merits of this form of grain storage elevator. Any dealer who is not familiar with the Hudson Silo may obtain full information by writing the home office, or the Leonard Engineering Co., representatives, at 20 Vesey Street, New York City.

The Weller Manufacturing Company, manufacturers of complete equipments for grain elevators at 853-865 North avenue, Chicago, reports among recent orders that they are furnishing the power transmitting, conveying and elevating machinery for the Standard-Tilton Milling Company of Dallas, Tex., and the conveying, elevating and power transmitting machinery equipment for the elevator and warehouse, as well as the conveying and elevating machinery for mills "A" and "B" of the Southwestern Milling Co. of Kansas City, Mo.

The Barnard & Leas Manufacturing Company of Moline, Ill., since the establishment of their new shops are pleasing all their patrons by the promptness with which they fill orders. Not only are their works up to date, but greater attention than ever is given both quality of material and workmanship entering the manufacture of their lines of warehouse separators, cleaners, clippers, etc. They have some new literature on these subjects which is at the disposal of all interested parties in the grain trade of this and foreign countries.

The Carbo-Steel Post Company of 93 Rand McNally Building, Chicago, have a very interesting proposition for grain dealers in their Carbo Flexible Steel Posts for farmers. Naturally the grain elevator owner is in close touch with the farmer and the latter, we are informed, has been quick to discover the advantages of using this style of post on his farm. The Chicago firm will give an exclusive contract for the sale of the posts in territory not now occupied and invite correspondence as to the money-making features of their proposition.

The Engelhart Flexible Spout Holder and Car Loader Company has taken over the rights from L. E. Taylor & Co. of Minneapolis, Minn., to manufacture and sell, in the United States, the "Engelhart" Flexible Spout Holder and Car Loader. This company has secured a building at 606 Cedar Avenue, Minneapolis, where they will manufacture the device on a broad scale. The Northern Distributing Company of Winnipeg will have the rights as agents in Canada, although the Minneapolis house will manufacture all the goods for the Canadian branch.

That the "Sidney" line is daily commanding itself to new grain dealers hitherto unfamiliar with its merits, we are informed by the manufacturers, the Philip Smith Manufacturing Company of Sidney, Ohio. They call especial attention to their corn shelling machinery and have prepared an interesting booklet on Sidney corn shelling and grain cleaning machinery, the perusal of which, they claim, will put money in the pocket of him who acts from its instructions. They invite correspondence as to the booklet or any problems involving cleaning, conveying or power transmission machinery.

A million dollar crop of beans is raised in the Thumb district in northern Ohio each year.

[Special Correspondence.]

MILWAUKEE

BY C. O. SKINROOD.

The directors of the Chamber of Commerce fixed the annual dues at \$35 for the coming year. Their action was final. There has been some opposition in the Chamber to the \$35 rate, some members charging that so high a fee accumulates a large surplus which is conducive to extravagance in the administration of Chamber affairs. These opponents contend that the \$25 rate per year would be more than adequate. However, a majority of the members appear to be in favor of the \$35 rate, and it has remained there for many years, despite the agitation for a change every spring.

James A. Mander, the Milwaukee representative of the Armour Grain Company, was elected president of the Milwaukee Chamber of Commerce at the annual election on April 6. Mr. Mander was chosen without opposition. Others chosen to official posi-

better farming, this antagonism was to some extent allayed. While no action has been taken, it is probable that the Milwaukee Chamber will send out another train next spring if the co-operation of the College of Agriculture at Madison, Wis., can be obtained.

* * *

Secretary Plumb, Milwaukee Chamber, was away from his office for several days visiting his father in Kansas, who is seriously ill.

* * *

The Milwaukee Chamber was closed all day Tuesday, April 7, because of city elections in Milwaukee.

* * *

John Kern of the J. B. A. Kern Milling Company is in Italy. He is making an extensive European tour.

* * *

George A. Schroeder, manager of the Freight Bureau of the Chamber, has filed a protest with the Interstate Commerce Commission against the allowance of any extra charges for "spotting" of cars of grain or grain products.

* * *

Prof. R. A. Moore, College of Agriculture, University of Wisconsin, declares in a bulletin that Wisconsin raises one-eighth of the nation's crop of barley, with an annual yield of 25,000,000 bushels. The main barley section of the state is eight or nine counties around Lake Winnebago in the eastern part of the state. Wisconsin averages a barley yield of more than 27 bushels per acre, compared with 24 bushels for the entire country. The College of Agriculture has improved barley seed and advanced the yields, the six-rowed, bearded varieties standing the test of time better for Wisconsin than all other kinds.

* * *

W. P. Bishop and D. C. Owen were the representatives of the Milwaukee Chamber of Commerce at the meeting of the Western Grain Dealers' Association at Cedar Rapids, Iowa, April 9 and 10.

* * *

Grain trade is quiet in Milwaukee, the total receipts for March being 458,000 bushels of wheat, 1,463,000 bushels of corn, 2,014,000 bushels of oats, 1,588,000 bushels of barley and 258,000 bushels of rye. The importance of the corn, oats and barley trade in Milwaukee are readily apparent from this table of receipts.

* * *

W. P. Bishop of the E. P. Bacon Company declares that corn would now be selling for 80 cents a bushel if the tariff had not been taken off, admitting Argentine corn fully and freely to the markets of the United States. Mr. Bishop asserts that this has reduced the profits of the farmers very materially, and the loss would have been much larger but for the short corn crop in the United States last year. He maintains that most of the Argentine corn is handled by a practical monopoly of three or four firms, so that the maximum benefit of the tariff reduction merely goes to a group of monopolists who are not deserving of this big advantage. Mr. Bishop adds that the Argentine corn is excellent for milling, with its very small moisture content of 11 per cent, compared with 14 to 20 per cent of moisture in American corn. But Argentine corn is too hard, he says, to be ideal for feeding purposes.

* * *

The rate of interest on advances at the Milwaukee Chamber was fixed at 5 per cent again for the month of April.

* * *

The new officers of the Board of Trade of Superior, Wis., are as follows: President, J. E. Greenfield; first vice-president, W. H. Crumpton; second vice-president, G. B. Hudnall; secretary-treasurer, A. N. Lent; directors for a term of three years, Walter Fowler, A. N. Lent, and Louis Kopf; directors for two years, G. F. Wilson, U. H. York and Peter Elmon; directors for one year, S. Crumpton, S. Turney and R. B. Harrington.

* * *

The Milwaukee Maltsters' Traffic Association has sent a formal protest to the Interstate Commerce Commission at Washington against the proposed extra charge for switching or spotting cars.

* * *

Anderson & Cole, grain and produce dealers at Gillet, Wis., have dissolved partnership and the business will hereafter be conducted by J. M. Anderson alone.

* * *

The Milwaukee Elevator Company, of which James A. Mander, newly elected president of the Milwaukee Chamber, is the manager, has purchased



PRESIDENT JAMES A. MANDER
Milwaukee Chamber of Commerce.

tions in the Chamber for 1914 are: A. K. Taylor, first vice-president; Charles A. Krause, second vice-president; H. A. Plumb, secretary and treasurer. Board of Directors: Frank J. Coughlin, Harry M. Stratton and A. R. Templeton. Board of Arbitration: Wallace M. Bell, W. E. Schroeder and Charles Zaumeyer. Board of Appeals: S. G. Courteen and J. J. Crandall. The annual meeting was held Monday, April 13, when the annual report was made and the newly elected officers installed.

* * *

Henry Michael, Fond du Lac County, recently shipped thirty bushels of pure bred seed corn to South Africa. Eastern farm magazines admit that Wisconsin is the only state in the Union carrying on the production of seed grain on a commercial scale. Prof. R. A. Moore of the College of Agriculture at Madison, Wis., says that Wisconsin is selling hundreds of thousands of dollars' worth of pure seeds each year. A cool climate, he maintains, is the ideal place in which to produce the very best seeds.

* * *

Secretary Harry A. Plumb, Chamber of Commerce, and Secretary George D. Bartlett, Wisconsin Bankers' Association, who spent considerable time lecturing on the pure seed train, which traveled through eleven counties of the state, reported extraordinary interest in the work of the lecturers and the demonstrations showing the value of high grade seeds. Mr. Plumb says that not less than 10,000 people saw the exhibits, the crowds averaging nearly 1,000 farmers in each town. Mr. Bartlett said the farmers manifested some resentment in having city bankers and grain men tell them how to farm. When told that the experts of the College of Agriculture gave all the instruction in

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the grain, produce and elevator business of the Farmers' Supply Company of Schlesingerville, Wis. Benjamin Klug, formerly in the employ of the Farmers' Supply Company, will act as manager under the new ownership.

The Donahue-Stratton Company of Milwaukee purchased most of the salvaged barley that was damaged in the fire recently which destroyed the elevators and the malting plant of the M. H. Pettit Malting Company of Kenosha, Wis. The elevators contained nearly 150,000 bushels of grain at the time of the fire and most of it will be sold for feeding purposes.

Charles E. Mosley, who was once a member of the Milwaukee Chamber, has retired as treasurer of the Chicago Telephone Company.

Freight men at Milwaukee report that very little flour and feed is offered for lake and rail shipments to the East. Stocks at Western Lake points, awaiting the opening of navigation for shipment, are declared to be very small.

For the first time in many months the Milwaukee freight yards are practically cleaned up. Receipts of grain have generally been light and decreased general traffic has enabled railroad men to relieve the congestion that has prevailed for some time.

Reports received by Milwaukee grain men indicate that Minnesota and eastern North and South Dakota are in excellent condition as far as moisture is concerned but central and western South Dakota and North Dakota have lacked rain in some measure. The cold weather has also delayed seeding in the Dakotas and Minnesota, according to advices to the Milwaukee grain men.

Good malting barley at Milwaukee has been in excellent demand for brewing and malting account. The low malting grades are dull, as they have been for several months. Corn trade has been strong much of the time, with the better kinds bringing around 70 cents per bushel. The choice white Wisconsin rye has been asked for liberally for distillery purposes. The inferior kinds of rye are still quiet and dull. Wheat supplies offered at Milwaukee are small, with a good demand from shippers and millers for the best kinds, but with the dirty, inferior kinds slow sale.

[Special Correspondence.]

PHILADELPHIA

BY E. R. SIEVERS.

The Commercial Exchange has already served notice on the officials of the Pennsylvania, Lehigh Valley, and the Philadelphia & Reading railways for a parity of full cargo loading export rates for grain when the Girard Point Elevator is opened to the public, insisting that the lower rates accorded to steamship full cargoes from New York is militating against the foreign grain business at this port.

The Philadelphia membership of the Grain Dealers' National Association includes 22 firms. James L. King is a director and M. F. Baringer is a member of the committee on transportation. Charles Quinn, of Toledo, the new secretary, expects a representative delegation from this city to the coming annual convention to be held in Kansas City, Mo.

Since the blue birds have arrived and the robins are building their nests for the summer, and the ground hog theory with the goose bone, man's prediction has discounted the last snow of winter, mill feed has taken an emphatic drop, and present prices are likely to go lower hereabouts.

Frank Evans Marshall, secretary and treasurer of the North American Grain Export Association, has opened an office in the Bourse Building.

Watson Walton, of Walton Bros., grain, feed and hay merchants, who sailed on January 3, on the steamship *George Washington* for foreign climes, has already toured England, Egypt, Turkey, Italy, Ceylon, and will reach gay Paree in time for the French festivals, beginning April 15. He expects to meet his friends on 'Change here by May 5.

The lake export grain shipments are announced to commence on and after April 27.

The finishing touches are being put on the sixtieth annual report of the Commercial Exchange, which is about ready for publication.

President Louis G. Graff, who has just passed his forty-eighth birthday, led the delegation that appeared before the Interstate Commerce Commission and put in a strong and vigorous protest against the proposed "charge" tariff by the transportation companies for every form of "car spotting" and "switch-

ing" service, Vice-President C. Herbert Bell, George C. Shaw, E. H. Price, William M. Richardson, John F. Wilson, Frank H. Miller and John H. Irvin representing the flour, grain, feed, elevator and hay interests.

Horace Kolb, chairman of the rooms and fixtures committee of the Commercial Exchange, is having made quite a number of attractive and modern improvements in and about the secretary's office and board of directors' rooms, and mahogany furniture, including closets, desks, chairs, etc., are much in evidence now.

The Swedish steamship *Texas* of the Norway-Sweden Line, the second vessel of the fleet, carried away to Sweden 20,000 sacks of flour and 8,000 bushels of wheat, and took along from this port the first lot of armor plate, 43 tons, for the Swedish navy, the regular service being to Christiania and Gotenburg.

And now May 1 has been decided upon for the official opening of the new Girard Point 1,250,000-bushel grain elevator, which will be run by electricity.

Though it is but a little over two months since President Graff of the Commercial Exchange has taken hold of the trade helm, in a quiet and unass-



PRESIDENT LOUIS G. GRAFF
Philadelphia Commercial Exchange.

suming but positive way, the amount of work he has already taken active part in for the general betterment of the grain trade and the increase of future business for the port of Philadelphia is really astonishing. His ideas are of the up-to-date order and the board of directors and the various committees are in close touch with him in all matters thus far, and the grain floor membership are giving him a hearty support.

E. Wray Webb, of 6914 North Thirteenth Street, representing the bag and jute industry, formerly associated with the Baileys, has applied for membership to the Commercial Exchange, while Harry Shutts, flour broker, of 1731 Columbia Avenue, and the Philadelphia Feed Company, Incorporated, with headquarters at 103-5 Arch Street, Philadelphia, as well as in Chicago, are among the recent membership acquisitions.

Hutchinson McKnight, younger brother of former President Samuel Leech McKnight, of the Commercial Exchange, is very ill with Bright's disease.

Albert E. Emmons, for a number of years connected with the old malt and grain firm of Brooke & Pennock, has gone into business for himself, the new concern, A. E. Emmons & Co., of which he is the head, are already doing quite a flourishing trade.

Frank Richards, for 28 years a member of the Commercial Exchange, and very popular in his Lancaster Avenue, West Philadelphia, feed and grain location, is being boomed as a candidate for the state legislature and is liable to be landed at Harrisburg by his many friends.

W. H. Burrows, who died recently of pneumonia, with heart complications, was 73 years old, and one of the most familiar figures about the main floor of the Bourse, he being confined to his home for a

very brief period. He was secretary of the Philadelphia Packing & Provision Company and was the agent here of extensive Chicago interests. Colonel Charles Brelands will become his successor, having been associated for a number of years, with offices in the Bourse Building.

The trade organizations here are unanimously opposed to the bill before Congress and now before the Senate, repealing the free toll provision for United States shipping through the Panama Canal route.

Samuel B. Gilpin, a former vice-president, whose Commercial Exchange membership dates back to 1882 and for years in the flour and grain business at Fifth Street and Girard Avenue, one of the old-time fire commissioners of this city, since he has taken up a residence in the Pocono Mountain Colony, in Monroe County, has been urged to come out for state senator from that district. He was quite an orator at the national convention.

[Special Correspondence.]

DULUTH

BY S. J. SCHULTE.

The cash market is slow on all grains. Buyers are just meeting demands.

Country advices to Duluth grain men are to the effect that farmers' deliveries throughout the West are merely nominal. Now that the rush of grain from North Dakota elevators to save taxes on April 1 is past, receipts at terminal houses are expected to be light from now on.

Interests with elevators at Superior are not buying grain for the present. Tax rate in Wisconsin high this year. Holdings held down to save tax, May 1. Business men there agitating circulation of petition to the Wisconsin legislature to have tax lowered. The more favorable Minnesota tax, they claim, is driving business to Duluth.

Water rate on wheat, Duluth to Buffalo, holds nominally 1 1/4 cents per bushel. Vesselmen or shippers show little interest as yet.

Julius H. Barnes, of the Ames-Brooks Company, and Roy G. Hall are in Washington in the interest of the Duluth Traffic Commission.

Fitting out of steamers that wintered here has been begun. This end of Lake Superior is practically free from ice. There is ice in the harbor, but marine men are confident that this is no serious handicap to the movement of boats. Insurance is effective April 15, and regular running of boats is expected about that time. Shipments by boat of grain, as well as flour and feed, are looked for within a week or ten days.

The Western Transit Company is having one of its steamers equipped with refrigerating compartments for the carrying of dairy products from Duluth. The steamer will be ready May 1. This conforms with the recent ruling of the Interstate Commerce Commission.

It is advised that the stock of Duluth No. 1 Northern wheat held in the East has about all been sold. Opinion prevails that Eastern millers will soon be bidding for wheat here.

The building of a 2,000,000-bushel addition to the Consolidated Elevator Company's plant at Duluth during the coming summer is practically assured. The outlay involved is estimated at \$400,000. Plans for the project have been prepared and the management of the company has announced that if spring wheat seeding operations result satisfactorily and the crop prospects are good a few weeks from now, the contract for the proposed addition will be let at once. It is only last fall that the Consolidated elevator interests expended \$150,000 in building a 900,000-bushel addition to their elevator "D," bringing the capacity of their system up to 10,000,000 bushels. It is thought probable that the Barnett & Record Company will be awarded the contract for building the addition now proposed.

With the erection of this house, the storage capacity of the Duluth and Superior chain of elevators will be brought up to 35,325,000 bushels. In the event of an average spring wheat crop in the Northwest next fall, it is thought this capacity will be found insufficient to cover requirements. It is the experience of operators that a larger proportion of the grain movement from over the Northwest is being directed to the head of the Lakes, as a result of the readjustment in railroad freight rates effected last fall. Buyers here are now finding themselves able to tap South Dakota points, and a large aggregate of Montana-grown grain has been marketed at Duluth during the present crop year.

On account of the congested unsatisfactory situ-

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ation in the shipping trade, the opening of navigation is likely to be delayed this spring, it being predicted that the first cargoes will not be sent down the lakes much before May 1. So far no boat space has been chartered and vessel owners are inclined to hold back in view of the fact that the return coal and general merchandise tonnage offering at the Lower Lakes ports is comparatively light. The iron ore movement from here furthermore is likely to be small at the start, so that taken all in all, there is no incentive to vesselmen to place their fleets in commission for a time yet. Space is now being offered at two cents a bushel from Duluth to Buffalo, but grain men are looking for concessions from that figure in view of the probability that the boats will be out after business more strenuously later on. The volume of grain in the elevators here now is not burdensome, all of the companies reporting sufficient space remaining to carry them through till the opening of navigation. There is at present an aggregate of 14,250,000 bushels of wheat in store, and with coarse grains, the total is brought up to 21,474,000 bushels. Unless the Eastern demand improves materially, there will be no particular rush to get wheat out of store this spring after contracts calling for early delivery in the East have been filled. There is at present only 1,472,000 bushels of wheat here, but fair chartering is assured prior to May 1, as grain must be loaded out by that date from the houses on the Superior side of the bay to escape assessment by the Wisconsin Tax Commission.

[Special Correspondence]
CLEVELAND

BY JOHN D. RARIDAN.

The new plant of The Lake Shore Elevator Company, Cleveland, Ohio, is shown herewith. A view of the elevator in course of construction was shown some time ago. The building is entirely of fireproof construction. The Burrell Engineering & Construction Company of Chicago, Ill., being the engineers and builders. The capacity of the elevator is 100,000 bushels, of the warehouse 1,000 tons millfeed, and of the feed plant 300 tons per 10-hour working day.

It is without doubt one of the most modern elevator and feed plants in the country today. No time or expense has been spared in assembling machinery, which will, in a most practical way, clean,

Full preparations have been made in order that they may double their output at any time without increasing the size of the buildings.

Modern methods in the operation of grain elevators are well illustrated in the Lake Shore Elevator, just recently completed. There all of the machinery is operated by individual electric motors, the grain being unloaded from the cars and hoisted on the tops of the bins, cleaned and handled through-

should have the same. He ran a large paid advertisement in Cleveland newspapers, then sent out about 500 three-page circular letters, telling why Cleveland should have Eastern time. Correspondence with the mayor followed and finally the Chamber of Commerce began an investigation. The investigation committee reported adversely on the proposition, but Mr. Fairchild kept up the agitation. Success crowned his efforts finally.

* * *

The Lantz Mills at Mansfield sells direct to home consumers two new brands of flour, "Seal of Ohio" and "Excelsior."

* * *

J. C. Minnich, grain dealer in Trotwood Township, downstate, has been acquitted of the charge of manslaughter for which he was indicted some time ago. Mr. Minnich was found not guilty of having run over and killed Gabriel Durst, a farmer, while riding from Dayton in his automobile.

* * *

Farmers in the vicinity of Fostoria, in organizing the Farmers' Elevator, have acquired a mill at that place and are spending \$25,000 to put the business on an operative basis. At a meeting recently the plans for the organization were discussed and adopted. President G. W. Weaver and John Stoner were appointed a committee of two to secure an option on necessary property. Action was taken to reduce the capitalization from \$50,000 to \$25,000 and reduce the limit of stock issued to each man to \$500 instead of \$1,000.

* * *

R. C. Huber's feed store in Lorain Avenue, Cleveland, was entered by yeggmen and the safe blown with nitro-glycerine, but only a small amount of money was taken.

* * *

The Speck's Mill Company, Howard K. James, president, Tiffin, Ohio, produces and markets direct to consumers flour brands known as "Lily White" and "Favorite."

* * *

The Rural Grain Company has been incorporated to do business at Weston, Ohio, with a capital stock of \$20,000. David E. Lashley, Oliver C. Craft, Lewis Hendricks, Peter Lugabihl, Edison E. Wade, Alva J. Hartman, and Albert R. Buck are incorporators.

* * *

The Maple Grove Farmers' Elevator Company has been incorporated for business in Maple Grove with a capital stock of \$15,000. Charles E. Feasel, Howard J. Fry, William O. Reihm and others are incorporators.

* * *

With a capital of \$25,000 the Ashville Grain Company has been incorporated to do business at Ashville. A. E. Weaver, A. M. Peters, J. H. Sark, J. R. Hott, Charles Ward, incorporators.

[Special Correspondence.]

INDIANAPOLIS

BY F. J. MILLER.

Receipts of corn in Indianapolis during the last month have fully maintained the record set last year and the shipments are continuing in good volume. The board of trade inspected 1,793 cars during the month.

* * *

Indiana soft winter wheat was never in better condition early in April than at the present time. From all sides come reports of a 100 per cent outlook and a prominent official of the Indiana Grain Dealers' Association said today that he thought the crop might exceed any that had been recorded in this state before. Plentiful rains of late have helped to assure a good crop, with only the lingering danger of cold weather left to threaten its absolute success.

* * *

Leroy Urmston, of the Urmston Grain Company, of Tipton, will move his headquarters to Indianapolis during the month of April. He will be joined by Sherman B. Harting, of Elwood. Both men have been elected to membership in the Indianapolis Board of Trade.

* * *

Harvey Mullins, of the Acme-Evans Company, has just returned from a vacation trip in the South. He made a large part of the trip home on a Mississippi River steamboat.

* * *

The Board of Managers of the Indiana Grain Dealers' Association met in Indianapolis Wednesday, April 15, to discuss legislative and transportation matters and also the prospective date for the 1914 convention. A number of millers met with them.

* * *

C. B. Jenkins, president, and C. B. Riley, secretary of the Indiana Millers Association, made a trip to Lawrenceburg recently, where they met with about twenty millers from the southern part of the state and discussed conditions and co-operation in the milling industry. Three new members joined the state millers' association at this time: the Milan



THE NEW LAKE SHORE ELEVATOR. CLEVELAND, OHIO.

prepare, and blend the products to a point which gives the highest quality feeds to present to the trade at unequalled prices. The mill is in the hands of the most practical men and the demand for horse, cattle, and chicken feeds, which they will manufacture, have become so great that they are assured their efforts are being appreciated and approved by the trade.

The excavation was made July, 1913, and the building turned over to the owners March 15, 1914.

ing Company, and the reason for the smile is the recent adoption by Cleveland of Eastern time. Eastern time for Cleveland has been the hobby with Mr. Fairchild nearly four years. It was in the summer of 1910 that he discovered something was wrong with Cleveland. He came from Minnesota and for a time could not understand why the sun went down so early. Then he discovered time was the same here as in Minnesota. Finding Buffalo and Pittsburgh had Eastern time, he decided Cleveland

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Milling Company of Lawrenceburg; the Batesville Milling Company, of Batesville; and J. W. Dalrym, of Rising Sun.

* * *

W. E. Stone, president of Purdue University, has written the Indiana millers that he is with them in their campaign to urge the use of Indiana flour in all state institutions. Hundreds of women and girls take either long or short courses in domestic science each year and at county farmers' meetings and other gatherings, demonstrations, including those on baking, are given by experts from the university. The millers of the state believe that at these times a home flour product should be used, thus teaching the women of the state formulas based on the use of a local soft wheat and familiarizing them with the Indiana brands. Public schools are also required by state law to give domestic science work, and it is hoped that these, too, will adopt the policy of using strictly home products in baking.

* * *

T. S. Blish, of Seymour; George H. Lewis, of Lawrenceburg; C. B. Jenkins, of Noblesville, and C. B. Riley, of Indianapolis, attended the meeting of officers and other members of the Millers' National Federation in Chicago beginning April 10.

* * *

The F. E. Janes Grain Company, whose branch store at Ohio and Delaware Streets was recently damaged by fire, is to close out its stock at this location and dispose of its side line of groceries. The wholesale grain, hay and mill feed department is to be continued, however, with officers in the Board of Trade building.

* * *

The Vincennes Feed and Produce Company has been incorporated with a capital stock of \$15,000, to deal in feed and produce. The directors are Charles E. Seed, Walter A. Stein and William T. Heinckamp.

* * *

The Decatur County Corn Growers' Association, with headquarters at Greensburg, has decided to make the size of plot for entrants for prizes five acres. Accurate data as to the cost of production are to be kept and a committee of three, including a representative from Purdue University, is to visit the field to obtain information on part of the points to be scored, the remaining points to be scored on an exhibit of ten ears at the corn show.

* * *

Frank J. Bonner, who has been employed at the Lafayette Hominy Mills in Lafayette for several years, has leased quarters at Tenth and Main Streets and will open a feed and poultry supply business. The Frank J. Bonner Company will be the name of the new concern.

* * *

Bert A. Boyd, president of the Indianapolis Board of Trade, is a member of the entertainment committee of Murat Temple, Mystic Shriners, which has recently arranged several notable theatrical events and which played an important part in the trip recently made across the burning sands with a party of novices.

* * *

The executive committee of the Wabash Horse Show Association has announced a list of premiums to be offered in the boys' corn growing contest, which will be a feature of the show this year. All competitors must be twenty years of age or under, and the competition is to be divided into three principal classes, one each for yellow, white and the mixed varieties of corn.

* * *

A. Newton Rhue, age sixty, for many years a grain dealer in Greenfield and for twenty years secretary of Hancock Lodge, F. & A. M., died recently at his home in Greenfield. He is survived by a widow and one son, John A. Rhue, of Marion.

* * *

Notice has been filed of the dissolution of the Kentland Elevator Company of Kentland.

* * *

The Indianapolis Board of Trade has passed a resolution indorsing the movement already under way to have Governor Ralston appoint a commission to study the good roads question in Indiana, with a view to formulating legislation looking to an improvement of the present road system. This action followed a meeting called by President Bert L. Boyd and attended by more than two hundred members. Prof. R. L. Sackett of Purdue University gave the principal address.

* * *

The governing committee of the Indianapolis Board of Trade has voted to appropriate \$250 toward defraying the expenses of the thirty-sixth annual encampment, department of Indiana, G. A. R., to be held here May 6, 7 and 8. A communication received from the Merchants' Association of New York relative to the four tentative trust bills before Congress was referred to the Board's representative in the Chamber of Commerce of the United States, to obtain further information on the measures, to which the New York association is opposed. The Board took action in opposition to the proposed ex-

tension of the limits on parcel post packages from 50 to 100 pounds.

* * *

The following were elected to membership in the Board of Trade: William R. Evans, of the Evans Milling Co.; Frank B. Willis, Alexander Scott, H. J. Berry, of the National Elevator Co.; Sherman B. Harting, Le Roy Urmston, Richard Lieber, Earl H. Reynolds, of the New Process Grain Co.; C. F. Schmidt, Charles J. Orbison, and William A. Borgardus.

* * *

The Crabbs-Reynolds-Taylor Company and the Shadeland Elevator Company, both operating elevators near Lafayette, won a telephone rate case up before the Public Service Commission. The telephone company, ignoring an order of the commission that all rates in effect January 1, 1913, be not changed, tried to double the rate which the elevators had been paying, in addition to charging 10 cents each on certain messages to nearby points. The evidence tended to show, the commission said, that the grain company was a distinct and peculiar user of the telephone service, with sufficient toll business to make an agreement at the old rate desirable and profitable to the telephone company. The old rate of \$2.50 a month on a two-party line was therefore declared reasonable and just.

* * *

William C. Weiland, for forty-five years in the feed and grocery business in Indianapolis, died recently of apoplexy, age seventy-three years. He came to Indianapolis from Germany in 1855. He was a member of the German Pioneer Society, the Indianapolis Liederkranz, Knights of Cosmos, the Independent Turnverein and the German Protestant Orphans' Society. He leaves six children.

[Special Correspondence.]

KANSAS CITY

BY MURRAY E. CRAIN.

The reciprocal insurance situation is a feature of the grain situation in Kansas City and Missouri which is absorbing the attention of many members of the trade. The tenseness now evident followed a decision of the Missouri supreme court, which recently held that the legislation of 1911, recognizing reciprocal fire and casualty insurance exchanges is invalid. Immediately following that ruling, Insurance Commissioner Charles G. Revelle issued orders to the inter-insuring exchanges to accept no new business, or in other words, to cease operating in the state as far as new contracts are concerned. The decision does not affect old contracts, which are valid, according to the court's opinion. Managers of reciprocal exchanges of all classes have indicated they will continue to operate as in the past. They point out that they transacted business in Missouri and other states before any legislation in their favor was enacted, and that therefore, the elimination of the 1911 act means nothing to them. The State Insurance Department, however, announced it would prosecute all such associations which attempted to secure new business and the situation is a tense and unusual one. Many grain men are said to be members of the reciprocal exchange.

* * *

E. A. Favier, a well known elevator man of Missouri, died in St. Louis on April 7, following a short illness of heart trouble. Mr. Favier was 44 years old. For many years he conducted an elevator at Chamois, Mo., later operating a similar business at Bonnots Mill.

* * *

Grain men of Kansas City on April 8 received notification of the granting of a parole to Arthur P. Richardson, a well known grain man of St. Louis, by Governor Major, of Missouri. Mr. Richardson was sentenced on April 14, 1913, for an offense said to be due to pride rather than any real wrong-doing. As a matter of fact, the grain man could have eluded his financial troubles easily by making an assignment. He was a member of the Merchants' Exchange, St. Louis, and a leading grain exporter at the time of his alleged offense. Grain men of the Mound City, including John F. Messmore, president of the Merchants' Exchange and an officer of the Ballard-Messmore Grain Company, are said to have shown an active interest in Mr. Richardson's case.

* * *

An interesting point will be brought out in the case of the Grain Dealers' Mutual Fire Insurance Company of Indiana, against the Missouri, Kansas & Texas Railway at Chanute, Kan., in the near future. The insurance company alleges that a less on which it paid \$2,910 was caused by a spark from one of the railroad's engines. The fire was that which last June caused the destruction of an elevator at Stark, Kan.

* * *

Samuel S. Harvey, for twelve years chief weighmaster of the Kansas State Grain Department, with offices in Kansas City, Kan., died at his home at 752 State Line on April 6 after an extended illness. The demise of the well known grain man was due to paralysis. Mr. Harvey became ill in 1912, and

decided at that time to abandon active business. Later he improved in health, but never fully regained his strength. He was stricken again recently and sank rapidly. Mr. Harvey entered the grain trade about fourteen years ago, joining the Kansas City & Southern Elevator at Kansas City as superintendent. A couple of years later, he joined the Kansas grain department as chief weighmaster, and held that position until July, 1912. Interment was at Minneapolis, Kan., his old home.

* * *

Grain men are studying the new rules for the grading of corn with no little interest. The rules will cause a complete upset in grading corn in Missouri and necessitated a tremendous amount of work by the various bureaus in and about Kansas City. The changes are effective July 1.

* * *

Unionism is gaining steadily among Kansas City grain workers and owners against organization probably will have their hands full to check the movement. Several mass meetings of elevator and grain employees have been held recently under the auspices of labor officials and the campaign is reported to have gained good headway.

* * *

M. L. O'Brien, Kansas State Labor Commissioner, recently made a ruling in favor of Kansas labor which probably will cost grain men a good many hundred dollars during the next year. Mr. O'Brien held that payment to a workman in case of injury, shall, under the Kansas workmen's compensation law, begin immediately after the injury, where the workman is incapacitated for a longer period than two weeks. In case the injured man resumes work before two weeks elapses he receives nothing, according to the law. Employers heretofore have contended that compensation began two weeks after the date of injury. A joint meeting recently held in Kansas City failed to result in an interpretation of the law, which went into effect last December. A legislator who assisted in framing the law recently stated the intentions of his committee were to provide for payment two weeks after the injury. Whether the courts will uphold the views of the labor commissioner, or consider the intentions of the legislators, is a question which can be decided only by a test case.

* * *

The Kansas City Board of Trade inspecting bureau seems to have held its own recently without much effort. The most recent figures available regarding the Kansas station at Kansas City, Kan., are for February, when business to the extent of \$8.45 was transacted. Business with the Board of Trade department has held up well, according to reports. Aggregate fees from Kansas inspections in February were \$2,174, indicating that the Kansas City, Mo., inspections are still popular.

* * *

George B. Ross, Kansas State grain inspector, is wrothy over a resolution passed at the annual meeting of the Kansas Farmers' Grain Dealers' Association at Abilene recently. The resolution condemned in no uncertain terms a proposed law for compulsory state grain inspection, which is one of Mr. Ross' pet measures. Mr. Ross did not know just how it happened, and conducted a private investigation. Officers of the Kansas organization were extremely frank in giving their side of the story, and the situation is heated, to speak conservatively.

[Special Correspondence.]

CINCINNATI

BY JOHN S. DOBBS.

The Early & Daniel Company, which has been severely handicapped since giving up the Big Four Elevator to the Cleveland Grain Company, has purchased from the Union Grain & Hay Company a large transfer elevator on the Big Four road, and from now on will be able to take care of all business that is offered. The purchase had scarcely been consummated before the old elevator of the Early & Daniel Company at Sixth and Harriet Streets was burned to the ground. The fire occurred on Good Friday and the loss is estimated at more than \$100,000.

* * *

C. E. Nippert, formerly employed as assistant manager of the Union Grain & Hay Company, has not yet located, but will probably find a place soon with one of the other local firms, as he is considered too valuable a man to let drift.

* * *

The elevator of the Weber Grain & Hay Company was severely damaged by fire on April 4, but repairs will be made shortly and this firm will be ready for business within a very short time.

* * *

The Union Grain & Hay Company business which has been backed by the Fleischmann interests will continue to handle hay and grain on a smaller scale, as they still control a large hay warehouse located on the Baltimore & Ohio Railway. The former manager of the Union Grain & Hay Company will em-

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bark in business for himself under the firm name of D. B. Granger & Co., with offices in the Union Central Building, handling hay and grain on commission.

* * *

The directors of the Cincinnati Chamber of Commerce have expressed themselves as being in favor of the 5 per cent increase in the railroad rates and notice of this was sent to the Interstate Commerce Commission.

* * *

James A. Loudon, the oldest member of the Chamber of Commerce, who was in his 90th year and had been in the grain business for more than half a century, passed away last week.

[Special Correspondence.]

TOLEDO

BY E. F. BAKER.

The seed market in Toledo is good. Planting, however, has been delayed owing to the cold weather that has held forth in this territory practically all of the past three weeks. Not a farmer in northwestern Ohio has planted any oats, because of the unfavorable weather conditions. With the present moderate weather the outlook seems to be very bright. Both the seed receipts and shipments of the past week were gratifying. Optimistic crop promises are continuing to influence the wheat market here. The present receipts of wheat are not very great, although they are in continued excess of last year. The weather has been generally favorable to wheat. There is a considerable quantity in storage at the various Toledo elevators, 623,153 bushels of No. 2 red wheat being reported. Some of this may be over the lake shipment. With the opening of navigation several cargoes of spring wheat are expected here from Duluth. The first boats will probably arrive here during the first week of May. Although the harbor lights have been put out, actual navigation will not commence for a few weeks. Prospects look exceptionally bright for water transportation.

More confidence is being displayed in the corn market than for some time past. While there is no great demand for corn, what there is of it, is steady. Corn is showing much better form than formerly.

The late spring remains unfavorable to oats seeding—an element of firmness, but without possibility of advancing values.

Receipts during the week totalled: Wheat, 26,000 bushels; corn, 50,400; oats, 33,600. Shipments during the week were: Wheat, 19,600; corn, 105,000; oats, 30,700. Wheat sold cash 98½ cents; corn, 72 cents. Oats closed at 41¼ cents.

* * *

Two vacation days were numbered in the past week on the Toledo Produce Exchange. On Tuesday the Exchange was closed owing to the election in Chicago. Good Friday was also observed.

* * *

John F. Courcier, well known Toledo grain man and formerly secretary of the Grain Dealers' National Association, is the recipient of many congratulations upon his appointment as superintendent of rates and service of the Ohio Public Utilities Commission. Mr. Courcier will occupy the position formerly occupied by O. P. Gothlin, the appointment being made by Governor Cox. Mr. Courcier has filled the office of secretary of the Grain Dealers' National Association for several years. He resigned less than a year ago. The new office has an attached salary of \$4,800 a year.

* * *

A number of the local grain dealers will spend the coming week in Columbus, where they will be in attendance at the Ohio State Millers' Association convention to be held in that city. Among those expecting to attend are E. L. Southworth, Fred Mayer, W. H. Wiggin, C. S. Coup, and Mark Menzel. The convention will be in session on April 16 and 17.

* * *

J. L. Doering of Antwerp, Ohio, prominent grain dealer of that place, visited friends on 'Change during the past week.

* * *

Adam Krohn, grain dealer of Custar, recently underwent an operation for appendicitis at St. Vincent's Hospital. He is convalescing nicely.

* * *

F. O. Paddock, his wife and daughter, returned on Saturday from a delightful sojourn in Asheville, N. C. Mr. Paddock spent much of the time golfing.

* * *

Arthur B. Cunningham, of the Sneath & Cunningham Elevator Company of Tiffin, Ohio, was in the city during the week. Mr. Cunningham stated that wheat prospects are splendid and that the farmer is beginning to look with greater favor upon the Boards of Trade and are appreciating their value.

* * *

That the members of the 'Change are real golf enthusiasts is demonstrated in these wintry spring days. Every day a number of the local grain men are the lone visitors on the Inverness Links. The

'Change golfers are looking forward with more than ordinary interest to the annual banquet of the Inverness Golf Club to be held on next Thursday evening at the club house.

* * *

Following close upon the heels of the arrest of George Julian, on the charge of breaking into a grain car at the East Side Elevator's yards, another grain car theft was brought to light. A car was loaded with grain at the elevator of the Rosenbaum Grain Company, and left on a siding 100 feet from

the elevator. Later the seal was found broken and a considerable quantity of grain was found missing. Officer Rogers of the local police was delegated on the case. Dan Lynch, a suspicious character, was arrested, the clue being grain dust upon his clothes and in his rubbers. He confessed at headquarters and bound over to the grand jury. Both this and the previous case, in which Mr. Boardman of the East Side Grain Elevator Company made such a signal showing as a special officer, will be heard by Federal Judge Killets some time next week.

CRACKED KERNELS

How Bill Got There.

Bill Jones was clever—no doubt of that,
He could grade up wheat right off the bat,
And as for white or yellow dent
He could gauge the moisture to one-tenth per cent.
How oats would grade or what they would weigh
Was to Bill Jones mere child's play,
In fact he had everything down so fine
He was the best elevator man on the line.
One day he received by mail, quite free,
A schedule of rates from the I. C. C.
He figured out what it tried to tell,
And now Bill raves in a padded cell.

* * *

Shouting "Hey, there!" might attract the attention of a grass widow. But what's the use?

* * *

Make hay while the sun shines, but shuck corn on damp days.

* * *

Tennessee has arrived at that stage of events where the corn cob stopper can resume its former splendor and dignity.

* * *

"What do you call your dog?"
"Stock Market."

"What a peculiar name! Any particular reason?"
"I should say so. Most unreliable dog you ever saw. You can never tell what he's going to do next."—Life.

* * *

Many a young fellow sows his wild oats in the vain hope that there is going to be a crop failure.

* * *

It is reported that it costs 25 per cent more to live in England than twenty years ago. "Well," says London Opinion, "It's worth it."

* * *

Earl Bright of Putnam County, Ohio, has the record in the state wheat-growing contest, having raised 54 bushels and 37 pounds to the acre. And Hosea Cornwell is the champion corn grower of Illinois and of the United States. Perhaps Shakespeare was wrong about that name business after all.

* * *

A report from Omaha states that the corn and wheat crops of the state have to take a back seat for the baby crop, which averaged 97.7 per cent normal for boys and 97.1 per cent for girls. It must have been a big year for cigar sales in Nebraska.

* * *

It's good business for country elevators to put in time during the slack season in fixing up the roads that lead to its doors.

* * *

Deal with the dealer and not with the farmer in the other fellow's territory, is a motto adopted by the secretary of the Michigan Hay and Grain Dealers' Association. This is good dope for everywhere.

* * *

To most business men the amount of duty doesn't make near so much difference as the change in duty. Worry about what might happen brings more gray hairs than what does happen.

* * *

The Atlantic Macaroni Company of Long Island City, N. J., has registered a trade mark for spaghetti, "La Victoire." This is probably the kind you can get in your mouth without mussing your ears.

* * *

The elevator man must avoid danger of two kinds: one to the loss of life and property; the other to loss of profits. Guarding against the first in the long run goes far toward insuring the latter.

* * *

We Are Glad to Have This Simple Explanation

[From I. C. C. Bulletin]

"C. R. I. & P. Ry. 100 No. C-6948, was filed December 22, 1905, effective January 1, 1906, and as amended is still in force. Supplement No. 70 to the tariff, on page 15, carried rates on wheat, etc., from Chicago, and other points, to stations on the F. S. & W. R. R. (Index 488 to 516, inclusive.) Supplement 71 to the tariff states

that it cancels Supplement No. 70, and on page 15 cancels the grain rates Chicago to F. S. & W. R. R. stations, Index 488 to 516, and provides that combinations of locals will apply. Supplement No. 72 shows in the upper right hand margin of title page the following: (Suspends portions of Supplement No. 71.) (Supplements Nos. 39, 70, 71 and 72 contain all charges), etc. It will thus be seen that certain rates in Supplement No. 70, (see above) were restored, this being in compliance with I & S Docket No. 220 of March 6, 1913, suspending the cancellation of rates above cited to July 5th, 1913."

* * *

An English grain journal complains that the trade has few "poets." This has always seemed to us a matter for congratulation rather than complaint.

* * *

What a howl of glee will arise from the members of the Grand Amalgamated Order of Hammer-Wielders when they turn their attention to the Secretary of Agriculture, always a favorite target, and discover the Hon. David Franklin Houston's unfortunate first two initials.

* * *

A Big Deal in Grain

Grain Dealer—You owe me \$3 for oats, Jim. If you don't pay me I'll have to take your horse.

Uncle Jim—All right, suh. And I'll pay yo' de balance o' de \$3 just as soon as I kin.—Puck.

* * *

Alfalfa de Lux

[From the "Fresno (Cal.) Republican"]

Bakersfield, Nov. 22.—The Miller & Lux Company has just received a shipment of 25 tons of German alfalfa seed for the spring planting at Buttonwillow.

* * *

O. H. Fullenwider has repaired his elevator at Mechanicsburg, Ill. It should have been made fullenlonger also.

* * *

Yeggmen have been operating on the safes of several elevators recently. No great losses are reported. Evidently elevator money is not kept in safes; some say it is not kept at all.

* * *

A Life Extension Institute has been organized to co-operate with insurance companies, for the purpose of prolonging human life. Dr. Harvey W. Wiley is on the Board of Directors. Wouldn't you rather just live out your natural life than prolong it a little by eating the things he recommends? So would we.

* * *

Three carloads of grain drills were recently shipped from this country to be used on the farms of Czar Nicholas of Russia. Nick may be a farmer but we haven't heard of his joining any co-operative society.

* * *

The new Grain Exchange building at Fort William, Ont., opened New Year's Eve with a ball, the dancing taking place in the main pit. To a casual observer a grain pit on a busy day has the tango or the turkey trot backed off the map.

* * *

WHERE WILL IT END?

They're using it for breakfast food,
They've tried it out and found it good,
It leads them to a cheerful mood,
Alfalfa.

It is one of the safest bets,
They're using it in cigarettes;
An appetite for more it whets,
Alfalfa.

They make campaign cigars of it,
Tobacco they use not a bit,
With patriots it makes a hit,
Alfalfa.

It makes fine stuffing for a bed,
Fine rats to dress milady's head,
To live stock it is wisely fed,
Alfalfa.

It's useful forty ways or so,
There's no place that it will not grow;
Get wise, oh, farmer man, and sow
Alfalfa.

—Roy K. Moulton, in Chicago Evening Post.

April 15, 1914.

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ELEVATOR AND GRAIN NEWS



EASTERN

Clinton Barrows and others have formed a grain buyers' association at Newington, Conn.

The Blanding Grain Company, of Deansboro, N. Y., has taken over the Chenango Valley Roller Mills at Greene, N. Y.

Albert E. Emmons, who has been associated with the grain firm of Brooke & Pennock at Philadelphia for many years, is now in the business on his own account.

The J. P. Steele Grain Company, of Marlboro, Mass., has been incorporated with a capital stock of \$10,000. The incorporators are Esther L. Steele, James P. Steele and Alexander D. Matheson.

All the machinery has been installed in the new 1,000,000-bushel grain elevator of the Pennsylvania Railroad at Girard Point, Philadelphia, and it is expected that the plant will be in operation May 1.

A 50,000-bushel elevator and a 500-barrel flour mill are contemplated by the Laurel Milling and Manufacturing Company, of Laurel, Md. The company was recently incorporated with a capital stock of \$100,000.

The grain and flour business of Wylie, Son & Co., Baltimore, Md., of which the late Douglas M. Wylie was a member, has been taken over by J. Ross Myers, a well known member of the Baltimore Chamber of Commerce.

A. Thompson & Co. have been incorporated at Trenton, N. J., with capital stock of \$100,000, to engage in the grain, flour and feed business. The incorporators are Andrew Thompson, Charles A. Dennis and Charles E. Golding.

Articles of incorporation have been filed by the Metropolitan Mill and Grain Company, of New York City, capitalized at \$10,000. The incorporators are Henry L. Little and Charles F. Shirk, and they will have offices in the Produce Exchange.

The Husted Milling Company, of Buffalo, N. Y., has prepared plans for the erection of a reinforced concrete and steel elevator at the foot of Katherine Street on a site adjoining the Erie Railroad. The plans call for the expenditure of \$317,800.

ILLINOIS

L. J. Keith & Son, of Fairfield, Ill., may install a dump and two elevator legs.

An elevator will be erected at Herbert, Ill., the contract having been awarded.

Stine & Co., of Gilman, Ill., whose elevator was recently destroyed by fire, will soon rebuild.

A six per cent dividend has been declared by the Farmers' Elevator Company, of Sandwich, Ill.

The N. N. Hettinger Elevator at Secor, Ill., has been purchased by the Farmers' Elevator Company.

W. C. Ollman has disposed of his elevator at Stillman Valley, Ill., to Rosensteel & Co., of Freeport, Ill.

New machinery has been installed in the plant of the Big Four Elevator and Milling Company at Mattoon, Ill.

The Pekin Farmers' Grain Company, of Pekin, Ill., will begin the construction work on its new 40,000-bushel elevator this month.

At the annual meeting of the Farmers' Elevator Company, Rutland, Ill., the directors voted to increase their capital stock to \$20,000.

According to a report, the Jenkins Grain Company at Jenkins (R. F. D. from Clinton), Ill., will be reorganized and will erect a 12,000-bushel elevator.

The recently organized Frankfort-Spencer Grain Company, of Frankfort and Spencer, Ill., has leased the elevator of the Michigan Central Railroad at Spencer.

The Standard-Tilton Milling Company, of Alton, Ill., has awarded a contract for the construction of elevators, which will have a capacity of about 1,000,000 bushels.

F. E. Sharp & Son have disposed of their grain and stock business at Warsaw, Ill., and have leased the elevator at McCall, Ill., which will be under the management of S. Sharp, assisted by George Schlenk.

The stockholders of the Little Indian Farmers' Elevator Company held a meeting at Virginia, Ill., on March 17, and officers for the year were elected as follows: J. H. Petefish, president; W. C. Hoff-

stetter, vice-president, and John J. Bergen, secretary and treasurer. A dividend of eight per cent was declared.

The plant of the Edwardsville Milling Company, Edwardsville, Ill., including several elevators, has been taken over by T. F. Blake, former manager of the Maney Milling Company, Omaha, Neb., and others.

The Decatur Construction Company, of Decatur, Ill., is building the new 25,000-bushel house of the El Paso Elevator Company at Panola, Ill., which is a duplicate of the elevator destroyed by fire some time ago.

The Farmers' Elevator Company, of Seneca, Ill., may decide to sell its elevators at Langham, Stockdale and Seneca, Ill. It is reported that the farmers in the vicinity of Seneca will reorganize and purchase the house at that place.

The directors of the Hudson Grain & Coal Company, Hudson, Ill., held their annual meeting on March 20, and elected the following officers: Alonzo McKinney, president; C. I. Myers, vice-president, and William Humphries, secretary.

The Farmers' Elevator Company, of Kasbeer, Ill., recently held its annual meeting, and re-elected officers as follows: President, W. C. Riley; vice-president, Gilbert Weller; secretary and treasurer, Harry Paden. The stockholders received a dividend of six per cent.

The Joliet Grain Company, of Joliet, Ill., held its annual meeting on March 15, when a dividend of eight per cent was declared and the following officers elected: Wm. Brookman, president; Matt. J. Wilhelm, vice-president; Edw. J. Conley, secretary, and Benj. Baskerville, manager.

Norris & Co., of Chicago, have awarded a contract to the Burrell Engineering and Construction Company, Chicago, for the erection of a 700,000-bushel storage annex to their plant. It will consist of 20 tanks of reinforced concrete and steel construction, each 102 feet high and 23 feet in diameter.

The Central Farmers' Elevator Company held its first annual meeting at Lisbon, Ill., last month, when the following officers were elected: E. S. Fletcher, president; J. D. Schofield, vice-president; J. H. Johnston, treasurer, and A. B. Hull, secretary. Annual meetings in the future will be held on the third Monday in March.

The stockholders of the Sibley Grain Company met at Sibley, Ill., on March 21, declared a dividend of six per cent and elected the following directors: M. Althouse, Wm. Rudolph and Peter Brethorst. A. N. Steinhart, of Bloomington, Ill., secretary of the Illinois Farmers' Grain Dealers' Association, addressed the stockholders.

The Elwood Farmers' Grain Company has been incorporated at Elwood, Ill., with a capital stock of \$10,000, to deal in grain, lumber, coal, farm products and supplies. The incorporators are John Coldwater, Franklin Deutschman, Thomas F. Cavanaugh, William Morgan, Frank Lichtenwalter, Elias Brown, Edward Herbert and Marion Palmer.

The third annual meeting of the Plainfield Grain Company, Plainfield, Ill., was held last month, and the following officers re-elected: President, Wm. H. Cryder, and vice-president, George Drum. Last year the company acquired the Kersten and Smiley elevators at Plainfield, Normantown and Wolf's Crossing, and as the last two places were practically without representation on the board of directors, two new members were added to the board, making the number eleven.

S. W. Strong, secretary of the Illinois Grain Dealers' Association, reports the following changes in the ownership of elevators: Rising & Lowman have succeeded F. R. Ludwig at Staley's (R. F. D. from Champaign); G. L. Merritt has succeeded the Rossville Grain & Coal Company at Rossville; J. W. Gregory has succeeded O. L. Fray at Watseka; the Secor Elevator Company has succeeded N. N. Hettinger at Secor, and J. W. Reardon has succeeded Geo. A. DeLong at Osman, Ill.

The Davis Grain Company, of Galesburg, Ill., has taken over the three elevators of the La Rose Grain Company at La Rose, Ill. The Davis Grain Company operates a line of elevators on the Santa Fe Railroad and is controlled by the following officers: C. Davis, of Galesburg, president; Fred Davis, of Toulon, Ill., vice-president; E. W. Davis, of Laura, Ill., secretary and treasurer, and G. T. Stevenson,

of La Rose, manager. An office building will be removed to a site adjoining the elevator and new scales will be installed.

The directors of the Mazon Farmers' Elevator Company, Mazon, Ill., tendered a dinner to their stockholders in connection with their annual meeting last month. Arrangements were made for 400 guests and a program of speeches on co-operation followed at the Mazon Opera House. The annual report showed a good volume of business and a dividend of 8 per cent was declared.

The Neola Elevator Company, of Chicago, which operates a line of country elevators and lumber yards in the northern part of Illinois, entertained its managers at Ottawa, last month, with a banquet at the Clifton Hotel. Representatives and managers were present from Chicago, Rochelle, North Henderson, Henderson, Deer Grove, Malden, Mendota, Meriden, Wedron, Chatsworth, Leland, Baker, Sheridan Junction, Millington, Sheridan, Serena, Grand Ridge, Wilsman, Leonore, Ladd, Cherry, Ottawa and Dayton.

SOUTHERN AND SOUTHWESTERN

It is stated that an elevator will be erected at Decatur, Texas.

A. J. Harder has purchased the Richardson Grain Company at Harrah, Okla.

Bratton Brothers have opened a grain and feed business at Nashville, Tenn.

Work is progressing on the new grain house of Robinson Brothers, at Shreveport, La.

The Knight Brothers Grain Company, of Dallas, Texas, will erect a warehouse costing \$3,500.

The new warehouse of the Coalgate Grain Company, Coalgate, Okla., is nearing completion.

The Lissie Elevator Company, of Lissie, Texas, has reduced its capital stock from \$8,000 to \$7,350.

The Crab Orchard Milling Company, of Crab Orchard, Ky., contemplates building an elevator.

Robert Cummins expects to build an elevator at Fay, Okla., to replace the house destroyed by fire.

The H. Dittlinger Roller Mill Company, of New Braunfels, Texas, will erect a 125,000-bushel elevator.

Andrew Bearden has purchased the interest of J. E. Denison in the elevator at Mountain Park, Okla.

The W. S. Duncan Company, wholesale grain dealers at Atlanta, Ga., has increased its trackage facilities.

Ed. Cbidister, of Alva, Okla., is building an addition to his warehouse and will install an elevator for grain.

The Birmingham Grain Company has been incorporated at Birmingham, Ala., with a capital stock of \$20,000.

The Mobile & Ohio Railroad will expend about \$15,000 for improvements on its grain elevator at Mobile, Ala.

The grain, seed and machinery business of Cowan Brothers of Bristol, Tenn., has been purchased by J. C. Copenhagen.

The Barkmeyer Grain & Elevator Company has disposed of its holdings at Floydada, Texas, to H. E. Edwards & Co.

J. R. Spinks, dealer in grain and supplies, at Greensboro, Ga., has moved into a new warehouse on the Georgia Railroad.

Hummel & Latto have remodeled their elevator at Beggs, Okla., and installed new machinery for the making of corn meal and chops.

The Duncan Milling Company, of Duncan, Okla., has sold its elevator and mill to C. C. Coleman, L. M. Kuykendall and J. J. Hardin.

A Mr. Eads of Amber, Okla., has purchased the interest of D. K. Kramer in the Wheatland Grain & Lumber Company at Tuttle, Okla.

Business men and farmers are planning to build a rice elevator at Stuttgart, Ark., on a site adjoining the Cotton Belt and Rock Island lines.

The Summer Grain Company, of Perry, Okla., has been incorporated with a capital stock of \$4,000, by Margaret M. Coyle, James S. Baxter and Ed. J. Coyle.

The Howell Grain & Feed Company, Obion County, Tenn., has been incorporated with a capital stock of \$35,000. The incorporators are Walter Howell,

THE AMERICAN ELEVATOR AND GRAIN TRADE

April 15, 1914.

R. F. Batts, H. W. Scott, Joliette R. Howell and Callie Howell.

The elevator of the Cobb & Elliott Grain Company at Lockney, Texas, has been taken over by the Lockney Coal and Grain Company.

The Wichita Grain and Elevator Company, of Wichita, Texas, will establish a branch office at Bryan, Texas, with Edw. S. Martin in charge.

The Denison Mill and Elevator Company, Denison, Texas, will install electric machinery in its elevator at Roff, Okla., for the milling of flour.

The Rea & Read Mill & Elevator Company, of Tulsa, Okla., has been incorporated with a capital stock of \$50,000. The incorporators are E. R. Coker, O. A. Coker and others.

The Wichita Mills & Elevator Company has been incorporated at Wichita Falls, Texas, with a capital stock of \$300,000. The incorporators are M. Lasker, L. Lasker and Frank Kell.

Improvements entailing the expenditure of \$25,000 are being installed in the plant of the Norman Grain and Milling Company at Norman, Okla., which has a contract for lighting the city.

R. Lupton, of San Antonio, Texas, who retired from the grain business about a year ago owing to poor health, has re-entered the field under his former firm name, the R. Lupton Grain Company.

The Kentucky Public Elevator Company, Louisville, Ky., of which Frank C. Dickson is general manager, is said to be contemplating the installation of additional motor-driven cleaning equipment.

The Miller Grain and Commission Company has been incorporated at Birmingham, Ala., to deal in grain, flour and feed. The officers are: W. L. Miller, president and general manager, and L. J. Miller, secretary.

C. E. Gwinn, of the Gwinn Milling Company, Columbus, Ohio, has prepared plans for the erection of an elevator and office at Huntington, W. Va. The house will have a capacity of 65,000 bushels and will cost about \$30,000.

OHIO, INDIANA AND MICHIGAN

J. J. Brown is preparing to build an elevator at Savannah, Ohio.

O. P. Lenox expects to remodel his elevator at Woodland, Ohio.

The Kentland Elevator Company, of Kentland, Ind., has dissolved.

A new elevator is under course of construction at Mountforest, Mich.

The elevator at Britton, Mich., has been purchased by Walker & Dresher.

The elevator of D. E. Hoey & Son at Dexter, Mich., will be operated by electricity.

The Farmers' Equity Company, of Sheldon, Ind., may decide to erect an elevator.

The Sterling Elevator Company, of Sterling, Mich., may construct an addition to its elevator.

Edward Atherton has sold his elevator at Green Camp, Ohio, to C. W. Arge and L. M. Arge.

The elevator of Sneath & Cunningham at Millerville, Ohio, has been sold to Homer Thiebaut.

John Schroder has sold the Osgood Grain and Elevator Company, Osgood, Ind., to Lane McCoy.

The organization of an elevator company at Colling, Mich., is contemplated by farmers in that vicinity.

Platt H. Perry has purchased the elevator of O. P. Lenox at Claiborne, Ohio, and will take possession on May 1.

The J. A. McComas Elevator at Fortville, Ind., has been taken over by Baxter McBane, of Thorntown, Ind.

The plant of the Farmers' Elevator and Coal Company at Constantine, Mich., has been leased by W. G. Wilson.

W. L. Elliott has disposed of his interest in the Elliott & Funk Elevator at West Liberty, Ohio, to S. P. Yoder.

A. Tanner & Son will overhaul their elevator at London, Ohio. They recently completed a new power house.

C. C. Brown, of Monticello, Ind., is now operating the plant at Fairmount, Ind., leased from the Fairmount Grain Company.

A company to handle grain and farming implements may be organized at Boonville, Ind., by farmers in that neighborhood.

New spouting and storage bins will be installed in the plant of the New Castle Elevator Company at New Castle, Ind., this spring.

O. J. McNaughton and William Barber have purchased the elevator at Mulliken, Mich., formerly operated by A. E. Lawrence.

The Lindsey Grain Company, recently incorporated at Lindsey, Ohio, to build an elevator at that place, has decided to give up its venture and

a number of the stockholders will become identified with the Farmers' Mercantile Company, which operates a co-operative elevator at that place.

A line of farming machinery and implements has been added to the elevator business of Shepard, Bright & Co., at Christiansburg, Ohio.

The Squibbs Distilling Company has been planning to build a concrete elevator at Lawrenceburg (R. F. D. from Morris), Ind., costing \$80,000.

Charles Rhoad has sold his interest in the Bloomville Elevator, at Bloomville, Ohio, to H. D. Miller, of Lykens, Ohio, and W. H. Fike will manage the house.

The Maple Grove Farmers' Elevator Company has been incorporated at Maple Grove, Ohio, with a capital stock of \$15,000, by Charles E. Peasel and others.

David Lilly has sold his property at Uniontown (R. F. D. from St. Clairsville), Ohio, consisting of a grain elevator, store and coal dock, to Frank Spriggle.

Farmers in the neighborhood of Old Fort, Ohio, are organizing a co-operative elevator company and plan to build a new elevator or buy the house at that place.

The Hess Warming and Ventilating Company, of Chicago, has completed the installation of a drier in the plant of the Caughey-Swift Company, at Detroit, Mich.

Harry A. Holdridge, of Livingston County, Ill., has purchased an elevator at Tobias (R. F. D. from Marion), Ohio, from the Woodrow Parker Company, of Toledo, Ohio.

The Ade Grain Company, of Ade, Ind., has been incorporated with a capital stock of \$30,000. The directors are Warren T. McCray, William Simmons and Fred Lyons.

Farmers in the vicinity of Ligonier, Ind., have formed a grain organization and elected the following officers: W. A. Cochran, president, and O. V. Berger, secretary.

The McCray Grain Company has been incorporated at Kentland, Ind., with a capital stock of \$75,000. The directors are Warren T. McCray, William Simmons and Adah E. Bush.

The Farmers' Co-operative Elevator Company, of Caro, Mich., has formed a temporary organization with J. J. England, president; R. W. Black, secretary, and W. F. Dowling, treasurer.

Frank and Fred Baughman have purchased the plant of the Auglaize Grain Company at Geyer (R. F. D. from St. Johns), Ohio, from Elmer Sheets, and Fred Baughman will manage the house.

The Ashville Grain Company has been incorporated at Ashville, Ohio, with a capital stock of \$25,000. The incorporators are A. E. Weaver, A. M. Peters, J. H. Sark, J. R. Hott and Charles Ward.

The elevator at Columbus Grove, Ohio, formerly owned by Thomas, Foust & Co., has been sold to Barrett & Dustman. Mr. Dustman was formerly engaged in the elevator business at Rockford, Ohio.

The Rural Grain Company has been incorporated at Weston, Ohio, with a capital stock of \$20,000, by David E. Lashley, Oliver C. Craft, Lewis Hendricks, Peter Lugabihl, Edison E. Wade, Alva J. Hartman and Albert R. Buck.

Charles S. Sprague will dismantle his old elevator at St. Johns, Mich., which has been a landmark at that place for more than 40 years, and the bins will be utilized in a new elevator to be constructed for Mr. Sprague in June.

W. F. Sackett, owner of the elevator at Horton (R. F. D. from West Mansfield), Ohio, has sold a half interest in the business to O. W. Carahoof, and the firm name will be Sackett & Carahoof, with headquarters at West Mansfield.

Phil. H. Heater, of Oceola, Ohio, has purchased the elevator at Lemert, Ohio, formerly operated by the defunct Sycamore Grain and Milling Company, Sycamore, Ohio, and has installed improvements in the house, which he is operating.

H. W. De Vore & Co., grain merchants, of Toledo, Ohio, and the C. L. Maddy Company, elevator operators at Perrysburg, Ohio, have consolidated and the business at Perrysburg will be known hereafter as C. L. Maddy & Co.

A. J. Carpenter, who operates an elevator at Edwardsburg, Mich., has been conducting his business from an office in Battle Creek, Mich., since the first of the month. He will continue to operate the plant at Edwardsburg as a transfer house.

The South Side Elevator Company has been incorporated at Loudonville, Ohio, with a capital stock of \$10,000. The incorporators are E. A. Nau, G. S. Crow, A. H. Weimer, J. W. Harvey and F. W. Hoffman. The company has taken over the elevator of Levering Brothers.

J. D. Winters & Co. have organized at New Winchester (R. F. D. from Bucyrus), Ohio, to engage in the grain business, and purchased the plant formerly operated by J. E. Flink. Mr. Winters is

identified with the Mansfield Hay & Grain Company, of Mansfield, Ohio.

Articles of incorporation have been filed by the Farmers' Co-operative Grain Company, of Kinde, Mich., the capital stock, \$10,000.

IOWA

The Talbott Elevator at Tingley, Iowa, has been dismantled.

An elevator may be erected at Ellsworth, Iowa, by Jos. Olson.

The elevator at Ogden, Iowa, has been taken over by Claus Tams.

Follett & Emert have completed their new elevator at Dewar, Iowa.

An elevator may be erected at Ralston, Iowa, by farmers in that district.

The house of the Farmers' Elevator Company at Hull, Iowa, will be remodeled.

The elevator at Wellsburg, Iowa, recently destroyed by fire, will be rebuilt.

Farmers are said to be interested in the erection of an elevator at Swisher, Iowa.

Good & Son have succeeded H. E. Moore in the grain business at Stennett, Iowa.

The McCaul-Webster Elevator Company will soon erect an elevator at Hawarden, Iowa.

Farmers have been making an effort to organize an elevator company at Marble Rock, Iowa.

An electric motor has been installed in the elevator of H. Potgeter at Steamboat Rock, Iowa.

The Yeisley Elevator at Blairstown, Iowa, has been purchased by a company of farmers recently organized.

The Farmers' Elevator and Supply Company, of Eagle Grove, Iowa, has declared a dividend of eight per cent.

The Farmers' Elevator Company, of Archer, Iowa, has awarded a contract for the erection of a 30,000-bushel elevator.

Makin & Harlain, of St. Anthony, Iowa, have awarded a contract for the erection of a 25,000-bushel elevator.

J. T. Cook, of Allison, Iowa, has disposed of his elevator and grain business to a Mr. Cook, of Marshalltown, Iowa.

C. J. Ristvedt has sold his elevator at Paton, Iowa, to the Squires Grain Company, who took possession on April 1.

The annual meeting of the Farmers' Elevator Company at Garwin, Iowa, was held on March 16, when a dividend of 10 per cent was declared.

On May 1, the Osage Grain & Supply Company, of Osage, Iowa, will take over the coal business of the Western Elevator Company at that place.

An Ellis Drier, made by the Ellis Drier Company, of Chicago, was recently installed in the new plant of the Quaker Oats Company at Cedar Rapids, Iowa.

The Illinois Central Railroad has offered a free site at Benson (R. F. D. from Cedar Falls), Iowa, for the building of an elevator and a co-operative company may be formed.

The farmers in the vicinity of Carnes, Iowa, have purchased the Weenink Elevator at that place and will operate under the name of the Farmers' Co-operative Company of Carnes.

Farmers in the neighborhood of Denison, Iowa, are organizing a co-operative society to handle grain and stock, and an elevator may be erected on a site offered by the Illinois Central Railroad.

D. S. Fleck, of Kilduff, Iowa, has purchased the interest of Macy Brothers, Lynnville, Iowa, in the grain, coal and lumber business at the former place and is now the sole owner of the property.

The Toledo Farmers' Elevator Company, of Toledo, Iowa, elected the following officers at its recent annual meeting: W. S. Kuhner, president; George Whalin, secretary, and F. O. Ray, manager.

The shareholders of the Farmers' Grain Company, Colo, Iowa, elected the following officers at their annual meeting: Patrick Mulcahy, president; J. T. Handsaker, secretary, and Robert Jack, manager.

N. S. Beale, of Tama, Iowa, who is interested in a line of elevators on the Chicago, Milwaukee & St. Paul Railroad, has leased a site at Gilman, Iowa, from the Minneapolis & St. Louis Railroad, on which he will build an elevator.

The Farmers' Co-operative Company, recently organized with a capital stock of \$25,000, has taken over the elevator, general store, and feed and lumber business at Napier (R. F. D. from Kelley), Iowa, formerly operated by Fred Behling.

C. A. Wright of the grain firm of Wright & McWhinney, Des Moines, Iowa, has purchased the controlling interest in the Des Moines Elevator Company, including the holdings of M. McFarlin, who has been president of the terminal company since its organization in 1899. Mr. McFarlin retires after a period of over 15 years of active interest in the

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business administration of the corporation and from active interest in the grain trade extending over a period of 30 years.

The Grinnell Farmers' Elevator Company, Grinnell, Iowa, held its annual meeting on March 14, and elected officers as follows: President, J. L. McIlrath; vice-president, F. E. Mintle; secretary, John Evans, and treasurer, John M. Campbell.

At the annual meeting of the Laurel Farmers' Elevator Company, Laurel, Iowa, Peter Loucks was elected president; John McIlrath, vice-president; Harry Cavell, secretary, and R. Eibs, treasurer, while a dividend of 10 per cent was declared.

The following officers were elected at the annual meeting of the Farmers' Elevator Company at Green Mountain, Iowa, recently: Bert H. Jackson, president; Charles D. Dann, vice-president; Howard Nicholson, secretary, and Henry Coleman, treasurer.

The Moreland & Shuttleworth Elevator at Granite, Iowa, has been torn down to make way for the building of a new house, which will be 24x24 feet on the ground and 53 feet high. An engine room and office will be constructed in connection with the elevator.

The plant of the Vail Mill and Elevator Company at Vail, Iowa, has been extensively remodeled and improved, while the capacity has been increased. The elevator, which was formerly located some distance from the mill, has been removed to a site adjoining it.

The Fernald Grain Company, of Fernald, Iowa, held its annual stockholders' meeting last month, declared a dividend of 95 per cent and elected the following officers: H. G. Handsaker, president; R. C. Reid, vice-president, and H. S. Fleagle, secretary-treasurer and manager.

The annual meeting of the stockholders of the Farmers' Elevator Company, Holstein, Iowa, was held on March 14, and the following officers elected: President, John Fell; vice-president, Chris Bauer, Jr.; secretary, Hugo Schuett, and treasurer and manager, Anton Grones.

The second annual meeting of the West Union Farmers' Co-operative Shipping Association was held at West Union, Iowa, last month, and the following officers elected: President, A. H. Kent; vice-president, Fred Oleson; secretary, L. S. Cooley; treasurer, Henry George, and directors, H. A. Kent and Halvor Paulson.

MISSOURI, KANSAS AND NEBRASKA

Edw. Fender may erect an elevator at Medford, Mo.

Earl Waters is planning to build an elevator at Barnard, Mo.

An elevator may be erected at Yutan, Neb., by the Farmers' Union.

A farmers' grain company is being organized at Miltonvale, Kan.

One of A. Kanel's elevators at Hamlin, Kan., has been dismantled.

A farmers' elevator company has been organized at O'Fallon, Mo.

H. Neomiller & Sons have remodeled their elevator at Wakefield, Kan.

The Anchor Grain Company has closed its elevator at Hoskins, Neb.

C. E. Fall has purchased the elevator of M. P. Shank at Sterling, Kan.

W. R. Gabbert has established a grain and feed business at De Kalb, Mo.

The Farmers' Elevator at Pratt, Kan., has been taken over by J. V. Harkrader.

The Rosendale Grain Company has completed its new elevator at Rosendale, Mo.

The Farmers' Co-operative Elevator Company will erect an elevator at Hecla, Neb.

An elevator will be erected at Chappell, Neb., by the Farmers' Elevator Company.

The J. W. Craig Grain Company is building a grain warehouse at Penalosa, Kan.

J. H. Pauly is interested in the erection of a 15,000-bushel elevator at Purcell, Kan.

J. Boatright and others are interested in the erection of an elevator at Schell City, Mo.

The Farmers' Elevator Company, of Hampton, Neb., recently completed a new warehouse.

The Farmers' Union has been incorporated at Meade, Neb., with a capital stock of \$6,600.

An elevator is in process of construction at Erie, Kan., for the Arkansas City Milling Company.

A Mr. Hacker has taken over the elevator and coal business of E. A. Tripp at Herington, Kan.

The Lord Milling Company, of Wamego, Kan., expects to improve its wheat handling facilities.

The Pittsburg Elevator Company is completing the erection of a new elevator at Pittsburg, Kan.

It is reported that an elevator will be erected at Grant City, Mo., the Grant City Commercial Club

having taken steps to secure the establishment of the house.

An addition has been constructed to the elevator of the Farmers' Elevator Company at Cotesfield, Neb.

Arnold Baumann and others are interested in the establishment of an elevator company at Hansen, Neb.

Farmers in the territory adjoining Penokee, Kan., are interested in the formation of an elevator company.

The farmers' unions at Courtland, Kan., and vicinity have decided to purchase the Ainsworth Elevator.

The Garrison Grain Company has been incorporated at Garrison, Neb., with a capital stock of \$20,000.

The Farmers' Elevator Company, of Monroe, Neb., declared a dividend of 17 per cent at its annual meeting.

The Tecumseh Milling Company, of Tecumseh, Neb., may build concrete tanks to increase its storage capacity.

The Farmers' Union Elevator Company, of Lawrence, Neb., has awarded a contract for the erection of an elevator.

Dwight Newton, of the Newton Grain Company, is interested in the establishment of a warehouse at Springfield, Mo.

J. B. Hatch is building an addition to his elevator at Dixon, Neb., to be used for a stock of flour and feed recently acquired.

The Wabash Grain Company, of Weeping Water, Neb., has awarded a contract for the construction of a 17,000-bushel elevator.

Creed M. Dillon has sold his interest in the Davis & Dillon Elevator at Downs, Kan., to his partner, Mrs. Louise Davis.

The Shellabarger Mill and Elevator Company, of Salina, Kan., has awarded a contract for the erection of an elevator at Trenton, Kan.

The Western Star Milling Company, of Salina, Kan., has awarded a contract for the erection of a 40,000-bushel addition to its elevator.

Henry Fose, of Russell, Kan., has taken over the interest of J. W. Anderson in the LaCrosse Milling and Grain Company at LaCrosse, Kan.

The Ulysses Grain Company, of Ulysses, Neb., has leased ground from the Chicago, Burlington & Quincy Railroad to be used for a stock yard.

The Hugoton Elevator and Warehouse Company, of Hugoton, Kan., has prepared plans for the erection of an elevator at Montezuma, Kan.

The Farmers' Union Co-operative Association of Talmage, Neb., has taken over the elevators of the Bartling Elevator Company at that place.

The St. Louis Clover Leaf Elevator Company has been incorporated at St. Louis, Mo., by W. H. Wright, G. O. Walters and H. A. Hamilton.

H. G. Heyne, of the Heyne Grain Company, at Uehling, Neb., has purchased the live stock business of the Burgess-Nash Company, at that place.

The Rock Mill & Elevator Company, of Hutchinson, Kan., has razed its old elevator at Rozel, Kan., and a new house, having a capacity of 18,000 bushels, is under course of construction.

G. L. Johnson, who lately purchased the elevator at Harris, Mo., formerly operated by the Farmers' Elevator and Supply Company, will install some new equipment and build a warehouse.

R. H. Carpenter has sold his interest in the Houston-Carpenter Grain Company, Kansas City, to H. L. Stroud, a miller of Rogers, Ark., and the firm name will be changed to the Houston-Stroud Grain Company.

Theodore A. Anderson, who has resigned his position as secretary of the Hynes Elevator Company, Omaha, Neb., expects to engage in the grain business in Omaha on his own account, after a two months' vacation.

The Farmers' Grain Company of Penalosa, Kan., has prepared plans for the erection of a 16,000-bushel elevator. The building will be 24x30 feet on the ground and will comprise eight bins, each having a capacity of 2,000 bushels.

The Fredericks Grain Company of St. Joseph, Mo., will erect a \$25,000 plant at Faucett, Mo., for the handling of grain, lumber and coal, on a site leased from the Great Western Railroad. The plant will include a 20,000-bushel elevator.

The Farmers' and Merchants' Elevator Company, of Filley, Neb., recently held its annual meeting and elected the following officers: President, S. R. Smith; vice-president, J. B. Bowers; secretary and manager, C. W. Hagerman, and treasurer, Earl Norcross.

According to reports, the Chicago, Milwaukee & St. Paul Railroad will increase the capacity of the elevator plant at Kansas City, operated by the Simonds-Shields Grain Company, before the opening of the next crop year, giving additional capacity of

1,000,000 bushels. The elevator of the Missouri Pacific Railroad may also be enlarged.

An elevator will be constructed at Clafin, Kan., by the Universal Roller Mills of that place. It will be 34x34 feet on the ground and 46 feet high.

The Thomas Page Milling Company, of Topeka, Kan., will erect concrete storage tanks of 110,000 bushels' capacity at Topeka, and additional tanks of 75,000 bushels' capacity at Manhattan, Kan.

The Milburn-Smith Company has sold its elevator at Trenton, Neb., to Frank Real, of McCook, Neb., and its house at Max, Neb., to John O'Donnell & Sons, of Stratton, Neb. The change in ownership is due to the death of Mr. Milburn, the active member of the Milburn-Smith Company.

The Farmers' Union Co-operative Association has been organized at Ames, Neb., with a capital stock of \$25,000, to take over the grain business of Johnson & Graham. The officers of the company are as follows: W. H. Olson, president; F. A. Davis, vice-president, and Wm. Eidam, secretary.

Contracts have been awarded by the Kansas Grain Company for the construction of four storage tanks at Hutchinson, Kan. Each tank will be 46 feet high and 26 feet in diameter and the combined capacity will be 100,000 bushels. The Burrell Engineering and Construction Company of Chicago will have charge of the work.

A contract has been awarded to the Burrell Engineering and Construction Company, Chicago, by the Newton Milling and Elevator Company, Newton, Kan., for the erection of four concrete storage tanks with a capacity of 50,000 bushels. Each tank will be 43 feet in diameter and 40 feet high. Night and day shifts have begun work on the new plant to ensure its completion by June 10.

THE DAKOTAS

The Western Elevator at Astoria, S. D., is closed for the present.

The Royal Elevator Company has disposed of its elevator at Velva, N. D.

A new elevator will be erected at Ross, N. D., by the Victoria Elevator Company.

V. Tornquist has taken over the Brown County Farmers' Elevator at Kidder, S. D.

The Farmers' Elevator at Voss, N. D., has been purchased by John Peterke for \$2,800.

Farmers are preparing to build an elevator at Watford, a new town near Schafer, N. D.

The Farmers' Co-operative Company, of De Smet, S. D., will build a 40,000-bushel elevator.

The Farmers' Grain Company, of Dickinson, N. D., recently declared a dividend of 100 per cent.

The Farmers' Grain and Trading Company of Divide County will build an elevator at Westby, N. D.

A farmers' elevator company will probably be organized at Antelope, N. D., and an elevator built.

A farmers' elevator will be erected at Halliday, N. D., by a company of which J. B. Dixon is president.

C. S. Weaver, of Mitchell, S. D., and Arthur Leask, of Chicago, will open a grain buying office at Mitchell.

Farmers in the vicinity of Rosboit (R. F. D. from Crawford), S. D., are contemplating the erection of an elevator.

M. B. Kellogg and others are interested in organizing a company at Fordville, N. D., to build a farmers' elevator.

The elevator capacity of the Britton Milling Company, Britton, S. D., will be increased to 24,000 bushels this summer.

C. Remper has purchased the Tiede-Zebnpfennig Elevator at Beardsley (R. F. D. from Tripp), S. D., which he will operate.

A Fairbanks-Morse Automatic Scale of 2,000 bushels' hourly capacity has been installed in the Farmers' Elevator at Northwood, N. D.

A shippers' association has been organized at Roger, N. D., by farmers and stockmen for the purpose of dealing in grain and stock.

M. F. Sharp, of Minneapolis, Minn., and C. J. Lee have organized a farmers' equity exchange at Cuba, N. D., and an elevator will be erected.

A contract has been awarded for the erection of a 40,000-bushel elevator at Milnor, N. D., for the Farmers' Grain and Trading Company.

The Farmers' Co-operative Grain Company has been incorporated at Chama, N. D., with a capital stock of \$25,000, by Jeffre Schelde and others.

The agents of the St. Anthony & Dakota Elevator Company, of North Dakota and Minnesota, held their annual convention at Fargo, N. D., on March 26-27.

D. W. Hunter has sold his half interest in the Crary Farmers' Elevator Company at Crary, N. D., to several farmers in that locality, among whom are J. A. Kirk, John Lauries, D. P. Olds, Ole Nesseth,

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Wm. Nelson, Ole Larson, S. Brox, C. O. Dahl, C. Anderson, Robt. Murray and J. E. Osborne.

The Farmers' Equity Elevator Company at Hoving, near Milnor, N. D., has awarded a contract for the construction of an elevator and coal sheds.

The Reliance Elevator Company has sold its elevator at Milbank, S. D., to C. B. Bailey, of Beardsley, Minn., who will take possession on July 1.

The Sentinel Butte Farmers' Elevator Company has been incorporated at Sentinel Butte, N. D., with a capital stock of \$50,000. The incorporators are Wm. Trester and J. H. Streeker.

The Farmers' Elevator Company, of Hecla, S. D., has made arrangements to build a new elevator adjoining its present house and both will be operated with a large engine.

The Commercial Club, of Bismarck, N. D., has voted to donate \$1,000 towards the establishment of a farmers' union flour mill and elevator provided \$9,000 is raised by the members of the Farmers' Union.

A contract has been awarded for the erection of a farmers' elevator at Cogswell, N. D. The building will be 28x31 feet on the ground, covered with sheet metal, and will contain 14 bins with a capacity of 25,000 bushels. It will cost \$6,200.

The Farmers' Union Co-operative Warehouse and Elevator Company has been incorporated at Baldwin, N. D., with a capital stock of \$5,000. The incorporators are Herbert W. Little and Hans Christianson, of Baldwin, and Martin Bourgois, of Bismarck, N. D.

The F. M. Tusia Grain Company, of Egan, S. D., has awarded a contract for the wrecking of its two elevators and the erection of a new up-to-date house. The structure will be 28x35 feet on the ground and 70 feet high, and will be fitted with new equipment, including an automatic scale, cleaner and a feed mill. The building will be covered with galvanized steel and electricity will be used for operation.

MINNESOTA AND WISCONSIN

J. P. Schissel will improve his elevator at Adams, Minn.

Albert Schroeder will erect a new elevator at Mazeppa, Minn., this season.

The Farmers' Co-operative Elevator Company has been organized at Avoca, Minn.

The Farmers' Elevator Company, of Jeffers, Minn., is planning to enlarge its house.

A corn sheller has been installed in the Van Duzen Elevator at St. Peter, Minn.

E. R. Phillips has sold his elevator at Callaway, Minn., to a Mr. McFarland, of Wisconsin.

The Hanley Falls Farmers' Elevator Company, of Hanley Falls, Minn., will erect a new elevator.

A. H. Timmersman and others are interested in the establishment of an elevator at Shakopee, Minn.

The old Great Northern Elevator at East Grand Forks, Minn., a landmark in that district, has been razed.

The Farmers' Elevator Company, of Hartland, Minn., has taken over the Harris Elevator at that place.

G. W. Van Dusen & Co. have taken over the elevator of the Interstate Grain Company at Woodlake, Minn.

Evans & Erickson will remodel their elevator at Kasson, Minn., and build bins for the handling of coal next season.

The Plein Elevator at Menahga, Minn., which has not been in operation for several years, has been purchased by J. C. Johnson.

The Hubbard Milling Company, of Mankato, Minn., is building 12 steel storage tanks having a total capacity of 250,000 bushels.

The Adrian Co-operative Grain Company, of Adrian, Minn., is building a new elevator, which will double the firm's storage capacity.

Richard Fischer, of Buffalo Lake, Minn., has purchased the Miller & Miller Elevator at Porter, Minn., and will remodel and operate the house.

It is reported that Fred McVenes has purchased the C. S. Howard Elevator at Edgerton, Minn., of which he has been the lessee for several years.

The Farmers' Elevator Company at Heron Lake, Minn., has disposed of its twine and machinery business and will handle grain exclusively hereafter.

The grain and produce business at Gillett, Wis., conducted by Anderson & Cole, will be conducted hereafter by J. M. Anderson, the firm having dissolved partnership.

The Farmers' Supply Company, of Schleisingerville, Wis., has sold its elevator to the Milwaukee Elevator Company, of Milwaukee, Wis., and Ben Klug will act as manager of the house.

The directors of the Farmers' Elevator Company at Ada, Minn., have decided to make extensive improvements in their elevator this year, and a 20,000-bushel addition will be constructed, giving a total

capacity of 60,000 bushels. New equipment will include an automatic scale and a grain cleaner to be operated by electricity.

The Wells Milling Company, of Wells, Minn., will build a new elevator near its present house, the new structure to have a capacity of 35,000 bushels.

The Pillsbury Flour Mills Company, of Minneapolis, Minn., is preparing plans for the construction of a 1,500,000-bushel concrete elevator, to be built on a site adjoining the Pillsbury "A" Mill.

The grain business of the M. T. Dill Company, at Prescott, Wis., has been purchased by the Prescott branch of the American Society of Equity, which will take over the business about July 1.

Steel storage tanks will be erected at Waseca, Minn., this year by Everett, Aughenbaugh & Co., providing for 150,000 bushels of wheat. This will give the company a total storage capacity of 415,000 bushels.

The Milwaukee Grains and Feed Company has vacated the warehouse on the Kneeland Canal at Milwaukee, Wis., and the building will be occupied temporarily by the Petit Salt Company, whose plant was recently burned.

McLaughlin & O'Halloran, owners of the Bixby Elevator at Bixby, Minn., have dissolved partnership, and M. B. O'Halloran, of Minneapolis, is now the sole owner of the house, while Mr. McLaughlin has taken over the elevator at Pratt, Minn.

At a recent meeting of the directors of the Farmers' Elevator Company at Slayton, Minn., the erection of another elevator was determined to double the capacity of the present plant. Coal sheds with a capacity of 300 tons will also be constructed.

The Ladish-Stoppenbach Company, of Milwaukee, Wis., has contracted with the Macdonald Engineering Company, of Chicago, for a new reinforced concrete grain elevator. The plant will consist of both working house and storage bins and will have a capacity of 300,000 bushels.

George Spencer, president of the Consolidated Elevator Company, Duluth, Minn., has announced that plans have been prepared for the building of a 2,000,000-bushel addition to the company's Elevator "H" at an estimated outlay of \$400,000, during the present season. The addition will bring the capacity of the company's system up to 12,000,000 bushels, a 900,000-bushel addition having been completed to Elevator "D" last winter. "Our 10,000,000-bushel elevator capacity is now nearly taken up, but we have sufficient space left to carry us through till the opening of navigation," said Mr. Spencer. "Had there been a heavy spring wheat crop in the Northwest last fall, we should have been swamped. That has led us to prepare to increase our storage capacity this year."

WESTERN

An elevator will be erected at Bennett, Colo., this spring.

An elevator will be erected at Akron, Colo., by the Equity Union.

The Farmers' Society of Equity has been organized at Missoula, Mont.

An addition will be constructed to the elevator of the St. Anthony-Dakota Elevator Company at Kremlin, Mont.

The directors of the Farmers' Elevator Company at Oxford, Mont., are planning to build a 30,000-bushel house.

The Inter-Mountain Wheat and Milling Company is contemplating the erection of a large elevator and warehouse at Rockland, Idaho.

An effort is being made to organize a farmers' co-operative elevator company at Gilman, Mont., and a site for a house has been selected.

Business men of Whitehall, Mont., and farmers in that district are interested in the formation of an elevator company for the construction of a grain house.

An elevator will be erected at Reedpoint, Mont., by the Reedpoint Trading Company. It will have a capacity of 30,000 bushels and a feed mill will be operated in connection with the house.

Concrete storage tanks will probably be erected in connection with the new milling plant of the North Yakima Milling Company, North Yakima, Wash., to replace the plant recently burned.

W. R. Bagot, former Portland agent for the California & Oregon Grain and Elevator Company, has severed his connection with the company, and will engage in the grain business at Portland, Ore., under the firm name of W. R. Bagot & Co.

The A. W. Rogers Company, of El Centro, Cal., has purchased the grain, feed and flour business of Frank Beal at Brawley, Cal., and will enlarge the warehouse. A line of wholesale groceries will be added and W. Van Liere will manage the establishment.

Articles of incorporation have been filed by the Oxnard Commercial Company, of Oxnard, Cal., to engage in the business of cleaning, grading and milling grain, beans and other products. The cap-

ital stock is \$10,000, and the incorporators are E. G. Ruggles, W. D. Ruggles and Ethel M. Ruggles.

H. Earl Clarke, of Havre, Mont., plans to build an elevator at Big Sandy, Mont.

Farmers in the neighborhood of Fox Lake and Lambert, Mont., are making efforts to organize a farmers' elevator company to build a house at Fox Lake. C. G. Gregg, Frank Crow and H. M. Murray form the committee in charge.

The Montana Mill and Elevator Construction Company has been organized at Billings, Mont., with a capital stock of \$25,000, to erect and operate mills and elevators throughout Montana. The incorporators and directors are Curtis C. Oehme, G. H. Root and Philip Wesch.

CANADIAN

R. E. Soot has opened a grain business at Goodwater, Sask.

The Calder Milling and Elevator Company, Ltd., has been incorporated at Calder, Sask.

Lythe & Co., of Vanguard, Sask., whose elevator was recently destroyed by fire, will reconstruct the house.

The Farmers' Co-operative Company, of Edgerton, Alta., is preparing to build an elevator this summer.

The Burford Coal, Grain and Chopping Mills Company has established a business at Burford, Ont., with W. C. Poole in charge.

The elevator of H. G. Dawson at Melfort, Sask., has been taken over by the Canada West Grain Company, recently organized.

The Grain Growers' Grain Company has taken over the entire western business of the Sarnia Fence Company at Sarnia, Ont.

The Ogilvie Flour Mills Company, Ltd., of Montreal, Que., expects to build about 15 elevators in the province of Alberta this year, to feed its mills at Medicine Hat.

A flour mill and elevator will be erected at Port Coquitlam, B. C., by the Smith-Davidson Flour Mills and Elevator Company, Ltd., of Fort William, Ont., and Port Coquitlam.

It is reported that elevators and flour mills will be erected at Medicine Hat, Alta., by the Maple Leaf Milling Company, Ltd., and the Ontario & Manitoba Milling Company, Ltd.

It is said that the Farmers' Co-operative Elevator Company, Ltd., of Edmonton, Alta., will spend approximately \$500,000 on the construction of 30 elevators in Alberta this year.

At a recent meeting of the Grain Growers' Association at Cando, Sask., enough shares were sold to warrant the building of a co-operative elevator, construction to take place this summer.

It is stated that the Alberta Co-operative Elevator Company is planning to build an elevator of 30,000 bushels' capacity at Calgary, Alta. The plant will include a warehouse, 40x60 feet on the ground.

According to D. Y. Leslie, president of the Swift Current Board of Trade, Swift Current, Sask., a firm of Russian millers has secured a site in that place on which to erect an elevator and a 1,000-barrel mill.

Twenty-five elevators will be erected in Saskatchewan this season by the Saskatchewan Co-operative Elevator Company, of Regina, and others may be purchased. Also a general office building will be erected in Regina.

Representative business men of New Westminster, B. C., and the neighboring district, visited Winnipeg, Man., this month in an effort to interest the Board of Grain Commissioners in the building of a large government terminal elevator in the Fraser River Valley.

The question of a site for the new 3,000,000-bushel elevator to be erected at Calgary, Alta., by the Dominion Government has been settled, 36 acres having been transferred to the grain commissioners. The elevator will be a duplicate of the house now under construction at Moose Jaw, Sask.

The Home Grain Company, Ltd., capitalized at \$250,000, has been incorporated at Winnipeg, Man., by Hugh Phillipps, Charles Stuart, Anderson Rogers, Harold St. Clair Scarth, William Miller Shaw and Kathleen Beatrice Armstrong. Among other activities, the company is authorized to engage in a grain and milling business.

Rye grass is believed to be the oldest grass specially raised for forage, having been thus cultivated in England more than two centuries ago.

Estimates based on many reports show that of the 1,140,000,000 acres of tillable land in the United States, exclusive of its island possessions, only 27 per cent, or 308,000,000 acres, is actually under cultivation. There is also practically one third of the total land still unclaimed and much of this is available to the extent of 160 acres free, under the Homestead Law.

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ASSOCIATIONS

THE CONVENTION CALENDAR

- April 16—Ohio Feed Dealers' Association at Columbus, Ohio.
- May 7 and 8—National Association of Managers of Co-operative Elevators at Sioux City, Iowa.
- May 19 and 20—Oklahoma Grain Dealers' Association at Oklahoma City, Okla.
- May 22 and 23—American Feed Manufacturers' Association at the Auditorium Hotel, Chicago, Ill.
- May 26 to 28—Kansas Grain Dealers' Association at Kansas City.
- June 2 and 3—Illinois Grain Dealers' Association at Cairo, Ill.
- June 15 and 16—Summer meeting of Council of Grain Exchanges at Buffalo, N. Y.
- June 17 and 18—Ohio Grain Dealers' Association, Cedar Point, Ohio.
- June 23 to 25—American Seed Trade Association at Washington, D. C.
- July 14 to 16—National Hay Association at Cedar Point, Ohio.
- October 12 to 14—Grain Dealers' National Association at Kansas City, Mo.

G. D. N. A. TO HOLD CONFERENCE IN CHICAGO

The Legislative Committee of the Grain Dealers' National Association will hold a meeting at the La Salle Hotel in Chicago, on April 20, to discuss the Grain Grades Act, the bill introduced into Congress by Representative Lever.

On the following day, at 10 a. m., at the same place, a conference will be held with representatives of the various grain exchanges on this subject. All representatives of the state associations and members of the National Association are urged to be present, as it is the desire of Chairman A. E. Reynolds that as many of the trade as possible present their views in regard to the proposed act, so that when the committee meets with the Committee on Agriculture of the House of Representatives on April 27 they may be fortified with all the necessary arguments for improving the bill.

On April 24 a similar conference will be held at the New Willard Hotel in Washington at which the eastern grain dealers will be given an opportunity to present their views to the Legislative Committee. These meetings are of the utmost importance, as the bill will probably be put in permanent form after the hearing on the twenty-seventh.

ILLINOIS GRAIN DEALERS TO HOLD GREAT MEETING

What is promised to be one of the most interesting meetings ever held by the Illinois Grain Dealers' Association will be held at Cairo, June 2 and 3. Cairo itself offers many points of interest to the visitor. It is the only walled city in the United States, being protected on all sides by fifty miles of levees. Situated at the junction of two great rivers, the water traffic of these waterways can be seen to best advantage.

The program of the meetings is full of promise. There will be addresses upon important subjects by Hon. Frank H. Funk, member of the Public Utilities Commission; Harry Woods, Secretary of State; Charles D. Jones, President of the Grain Dealers' National Association; William R. Bach, attorney for the Association; J. B. Magee and R. B. Green of Cairo, and others.

The program for entertainment includes a two-river, three-state, trip, on the celebrated steamer *Sidney*; a Bluegrass barbecue in Kentucky, and a special ride over the levees. As this is the first time the Association has been entertained at Cairo, the energetic and hospitable "Egyptians" intend to put forth every effort to make the meeting a memorable one.

The various committees for the convention have just been appointed. Their makeup as announced is as follows:

Reception Committee—W. H. Wood, John S. Alsthorpe, E. A. Smith, David Lansden, W. J. Johnstone, Dr. Grinstead, M. F. Gilbert, Walter Warder, M. J. Howley, C. C. Terrell, Homer Harp, John Greaney, P. T. Langan, Chas. Feuchter, C. L. Keaton, Wilbur Thistlewood, Judge W. N. Butler, Judge W. S. Dewey, O. P. Hurd, E. L. Gilbert, Dan Kelly, Reed Green, C. O. Patier, Hunter Bird, P. C. Barclay, Julius Schuh, R. H. Allen. Finance Committee—H. R. Alsthorpe, J. H. Galligan, Ellis E. Cox, H. E. Halliday, E. G. Pink. Entertainment Committee—W. H. Sutherland, George Parsons, Oris Hastings, C. S. Bourque, J. B. Wenger, E. E. Cox, Geo. Kochler, Chas. Miller, Alf Haynes, B. H. King. Place Meeting and Executive Committee—J. B. Magee, H. S. Antrim, A. E. Rust. Transportation Committee—J. D. Ladd, John Jones, J. E. Luby, B. H. King, Jake Heid, Fauree, W. F. Crossley, C. S. Bourque, N. G. Carson, L. H. Mussman, H. E. Fitts. Badges and Decorations—W. S. Powell, J. B. Wenger, Ira Hastings, W. G. Cunningham. Hotel Committee—B. H. King, W. H. Sutherland, Jacob Heid. Publicity Committee—John C. Fisher, Albert Lane. Automobile

Committee—Ira Hastings. Ladies' Reception Committee—Cairo Woman's Club. Attendance Committee—J. B. Wenger.

A determined effort is being made to increase the membership of the Illinois Association by at least 100 before the convention. To this end an Extension Committee of 100 has been appointed who will urge all unattached grain dealers to become members. To the one securing the most new names a free trip to Cairo for self and lady will be provided. Some of the advantages of the Association are pointed out as follows:

1st—The Arbitration Bureau, which has in the past eight years settled more than 3,000 cases of differences between shipper and buyer, amicably, satisfactorily.

2nd—The Claims Bureau. Was added three years ago, and now collects for:

Loss of weight in transit.

Loss on account of delay in delivery.

Loss occasioned by depreciation of grade; thousands of dollars annually.

3rd—The Crop Reporting Bureau, advises the condition of growing crops; and amount of grain in the country. Giving the shipper accurate information at all times.

4th—The Scale Department. A competent, expert inspector is employed by the year, who keeps members' scales weighing accurately. A necessity to enforce payment of claims.

The Association is now pressing several matters before the Interstate Commerce Commission and the Public Utilities Commission. Among them are: Increased cars for shipping grain; compensation for coopering cars; more prompt delivery of grain, or payment of market loss; a bill of lading which will protect the shipper.

KANSAS GRAIN DEALERS TO MEET MAY 26

Previous to the annual meeting of the Kansas Grain Dealers' Association at Kansas City, May 26-28, there will be held district meetings at Dodge City, Pratt, Coldwater, Ellsworth, Minneapolis, Dowus, Phillipsburg, Clyde, Marysville, and at St. Joseph, Mo., and Superior, Hastings and Fairbury, Neb. At all of these meetings the following subjects will be discussed: Delayed Reinspection at Terminal Markets; Federal Inspection or Super-

vision of Interstate Grain Shipments; Placing of Metal Fire Escapes on Country Elevators; Fee of \$10 for Manufacturing Chop; Compulsory Inspection of Grain for Interstate Shipments.

The first of these subjects was discussed at the Western Grain Dealers' meeting, referring principally to the practices in Kansas City. The second subject refers to the various bills now being considered by Congress. The third and last subjects are matters which are peculiar to Kansas because of recent state rulings or proposed laws. And the Fee for Chop Manufacture is a law recently enacted which requires a separate fee for each kind of chop made and offered for sale. These are all important subjects and should have the deepest thought of Kansas dealers.

Secretary Smiley reports that of the 651 scales inspected during 1913, 35.4 per cent failed to pass the required tests. Eighteen new scales have been installed according to the Association specifications, and 14 new firms have been admitted members of the Association.

ASSOCIATION BRIEFS

The April 1 bulletin of the Illinois Grain Dealers' Association shows three new names on the membership roll: National Elevator Company, Indianapolis, Ind.; Pink & Co., Cairo; J. W. Reardon, Fisher.

Secretary Riley of the Indiana Grain Dealers' Association has issued a supplementary bulletin containing the names of nine new members of the Association since the directory was published last October.

J. F. Sullivan of East St. Louis, Ill., has been assured that he will be appointed chief grain inspector for that district. Mr. Sullivan has been identified with the grain business for 23 years, and makes the boast that he has not lost a day from work in 35 years.

The Arbitration Board of the Texas Grain Dealers' Association met recently at Fort Worth to pass upon an unusually large number of disputes involving large sums. The Board is composed of C. R. Terry, Corsicana; E. S. Blasdel, Amarillo; and D. W. King, Fort Worth.

The National Hay Association urges its members to rally to the support of the Pomerene Bill of Lading Bill, by writing their senators of their endorsement. The Executive Committee has suspended W. L. Harris, Inola, Okla., and J. H. Brooks, Vandalia, Ill., for refusing to arbitrate.

IN THE COURTS

[Prepared especially for the "American Grain Trade" by J. L. Rosenberger of the Chicago Bar.]

POWERS OF PARTNERS OF TRADING AND NON-TRADING PARTNERSHIPS

The rule is firmly established, the Court of Civil Appeals of Texas says, in *Miller vs. McCord* [159 Southwestern Reporter, 159], that in the case of commercial or trading partnerships each partner has undoubted authority to pledge the partnership property, or borrow money in its name for partnership purposes, and draw, negotiate, accept, or indorse bills of exchange or promissory notes and other negotiable securities, or do any acts incident or appropriate to the firm business according to the common course and usages of such trade and business.

But the individual members of non-trading partnerships, which are usually defined to be such as are limited to a single enterprise and are not engaged in trade, have no implied authority to borrow money, and bind the firm therefor by notes given in its name, or to pledge the assets of the partnership as security for money borrowed, in the absence of proof to show the actual necessity or usage for the exercise of such power by the individual members of the firm in conducting its business.

It is not essential, in order to bind a commercial or trading partnership, that the contract be signed by all of the partners, nor that the firm name be used. If it is signed by one partner having authority, with intent to bind the firm and so accepted and credit extended thereto, it is binding on the firm.

It has been aptly said that the business of a commercial partnership being ascertained, and the nature of the contract made by a single member and the circumstances attending it being shown, the court may generally determine as matter of law whether the contract was within the scope of the implied powers of a partner.

Not so, however, in reference to a contract made by a member of a non-trading or non-commercial partnership. In the latter case a partner does not

generally possess power to bind the firm, and consequently the extent of his power is not fixed by the rules of law, but each case is left to be decided upon its particular facts; and in all such cases, in order to make out the liability of the firm, it ought to be shown affirmatively by the plaintiff that the partner had power to make the contract in question.

Alda Williams, of the Chardon Grain Elevator Company, Chardon, Ohio, was fined \$50 for using a scale condemned by the county deputy auditor.

A voluntary petition in bankruptcy has been filed by Connor Brothers & Co., of St. Louis, Mo., grain dealers, naming assets at \$22,142 and liabilities, \$34,509.

A judgment of \$50 was awarded the Capital Grain Company, of Indiana, in its suit against the Early & Daniel Company, grain dealers at Cincinnati, Ohio, for damages to a carload of oats.

The Crawfordsville Water and Gas Company, Crawfordsville, Ind., has brought suit for \$3,000 damages against the Crabb-Reynolds-Taylor Grain Company, alleging considerable expenditures as a result of an injunction suit filed by the grain company against the construction of a switch to the gas plant.

The Josey-Miller Grain Company, of Beaumont, Texas, has filed action against the Gulf, Colorado & Santa Fe Railroad for the recovery of \$696.85, which amount represents the alleged value of feed stuff destroyed in the plaintiff's recent fire, but claimed to be in the possession of the defendant for delivery at the time of the fire.

John J. McKee, of Lawrenceburg, Ky., has failed to recover \$205 from the Western Union Telegraph Company, a loss claimed to have resulted from an error in the transmission of a telegraph message. The plaintiff ordered 5,000 bushels of oats through brokers who purchased 50,000 bushels according to the message and the purchase was accepted, the disposal of the 45,000 bushels resulting in the alleged loss.

April 15, 1914.

TRANSPORTATION

These changes in rates affecting grain and grain products are furnished to the "American Grain Trade" by the General Traffic Association, Inc., 715 Fourteenth Street, N. W., Washington, D. C. If any of our readers feel that the present rates or those which are about to become effective are unjust, excessive or discriminatory, this company has agreed to take care of such matters before the Interstate Commerce Commission, at only a nominal cost.

Since our last issue the following new tariffs have been filed with the Interstate Commerce Commission, naming rates on grain and grain products, with the I. C. C. numbers, effective dates and rates in cents per 100 pounds:

Great Northern

I. C. C. No. A3815, April 8. Flour, bran, millfeed, shorts and middlings from Spokane, Wash., to East San Pedro, 37 cents; Oakland (Long Wharf), 29½ cents; San Diego, 39½ cents; San Pedro, 37 cents, and Santa Barbara, Cal., 47 cents.

Galveston, Houston & San Antonio

Supplement 2 to I. C. C. No. 935, April 9. From Galveston and Texas City, Texas (originating foreign countries), to Vanoss, Stratford, Byars, Rosedale, Vincennes, Purcell, Gibbons Spur, Washington, Middleburg, Blanchard, Tabler, Cornville and Chickasha, Okla., wheat and articles taking same rates, 24½ cents (A); corn and articles taking same rates, 22 cents.

New York Central & Hudson River

I. C. C. No. B22765, April 10. Grain and products from Adirondack Junction, Cote St. Paul, St. Henry, Montreal stations and other province of Quebec points to Brooklyn and New York, N. Y., stations and Jersey City and Hoboken, N. J., 15 cents (R).

I. C. C. No. B22800, April 20. From ex-lake Buffalo, N. Y., to East Boston, Mass., (for export) wheat, 5.5 cents; corn, 4.75 cents; rye, 5.25 cents; barley, 4.75 cents; oats, 3.7 cents, and flax seed, 5.5 cents per bushel.

I. C. C. No. B22799, April 20. From Buffalo, N. Y., elevators (ex-lake) to Philadelphia, Pa., (for export) wheat, 5.2 cents; corn, 4.45 cents; rye, 4.95 cents; barley, 4.55 cents; oats, 3.5 cents, and flax seed, 5.2 cents per bushel (R).

Also, I. C. C. No. B22798, April 20. From ex-lake Oswego, N. Y., to New York, N. Y., (for export) wheat, 5.5 cents; corn, 4.75 cents; rye, 5.25 cents; barley, 4.75 cents; oats, 3.7 cents, and flax seed, 5.5 cents per bushel (R).

Kansas City, Mexico & Orient

I. C. C. No. 200, April 10. To Algiers, Gretna, New Orleans, Port Chalmette, Westwego, La., Mobile, Ala., Galveston and Texas City, Texas, (for export) from Ralph, Stafford, Butler, McClure, Hammon Junction, Herring and Strong City, Okla., wheat and articles taking same rates, 24½ cents; corn and articles taking same rates, 22 cents; from Wichita, West Wichita, Prospect, Schult, Harper, Anthony, Ferguson, Kan., wheat and articles taking same rates, 25 cents; corn and articles taking same rates, 22 cents.

Chicago, Rock Island & Pacific

Supplement 9 to I. C. C. No. C9476, April 13. Oat meal from Davenport and Muscatine, Iowa, to Fort Smith, Ark., 22 cents; Texarkana, Ark.-Texas, 27 cents (A); from Cedar Rapids, Iowa, to Fort Smith, Ark., 22 cents; Texarkana, Ark.-Texas, 27 cents (A).

Supplement 3 to I. C. C. No. C9631, April 23. Oat meal from Davenport, Iowa, to Pine Bluff, Ark., 21½ cents; from Cedar Rapids, Iowa, to Newport, Ark., 22 cents; Pine Bluff, Ark., 24 cents.

Also, Supplement 14 to I. C. C. No. C9334, April 24. Between Addington, Waurika, Sugden, Ryan, Terral, Okla., and Chicago, Ill., flax seed, 38½ cents; millet seed, 38½ cents; broom corn seed, 41½ cents; broom corn, 63½ cents (A); Peoria, Ill., flax and millet seed, 36 cents; broom corn seed, 39 cents (R); broom corn, 58½ cents (A); Rock Island, Ill., flax and millet seed, 33½ cents; broom corn seed, 36½ cents (R); broom corn, 53½ cents (A).

Also, Supplement 15 to I. C. C. No. C9349, April 24. Wheat between St. Paul, Minneapolis, Minnesota Transfer, Minn., and Addington, Okla., 30½ cents; Waurika, Okla., 31½ cents; Sugden, Okla., 31½ cents; Ryan, Okla., 32 cents; Terral, Okla., 33 cents; corn between same points, 28 cents; flax seed between St. Paul, Minneapolis, Minnesota Transfer, Minn., and Addington, Okla., 44½ cents; Waurika, Sugden, Okla., 45 cents; Ryan and Terral, Okla., 45½ cents; hemp seed between St. Paul, Minneapolis, Minnesota Transfer, Minn., and Addington, Okla., 47½ cents; Waurika, Sugden, 48 cents; Ryan and Terral, Okla., 48½ cents.

Also, Supplement 21 to I. C. C. No. C9387, April 24. From Kansas City, St. Joseph, Atchison, Leavenworth and Arnourdsdale (Kansas City, Kan.),

Bickford and Ferguson, Okla., wheat, 18 cents; corn, 15½ cents; Frick, Okla., wheat, 24½ cents; corn, 22 cents; Texola, Okla., wheat, 25½ cents; corn, 22 cents; between Omaha, South Omaha and Council Bluffs, Iowa, and Bickford, Ferguson, Okla., wheat, 23 cents; corn, 21 cents; Erick, Okla., wheat, 27½ cents; corn, 25 cents; Texola, Okla., wheat, 29½ cents; corn, 26½ cents.

Also, Supplement 86 to I. C. C. No. C6948, April 24. From Luka, Kan., to Chicago, Ill., wheat, 25½ cents; corn, 23 cents; linseed cake, 23 cents; St. Paul, Minn., wheat, 25½ cents; flour, 27½ cents; corn, 23 cents; linseed cake, 23 cents; Peoria, Ill., wheat, 23¾ cents; corn, 21½ cents; linseed cake, 21½ cents; Mississippi River points, wheat, 22½ cents; corn, 20 cents; linseed cake, 20 cents.

Supplement 26 to I. C. C. No. C9337, April 30. From Hammon Junction, Okla., to Little Rock, Ark., wheat, 24½ cents; corn, 21 cents; flax seed, 31½ cents; millet seed, 31½ cents; Memphis, Tenn., wheat, 24½ cents; corn, 21½ cents; alfalfa meal and feed, 21½ cents; flax seed, 31½ cents; hemp seed, 34½ cents; millet seed, 31½ cents; broom corn, 51½ cents (R).

Supplement 2 to I. C. C. No. C9614, May 1. Import rates from Galveston and Texas City, Texas, to Waurika, Sugden, Ryan and Terral, Okla., wheat, 22½ cents; corn, 20 cents (A).

Lehigh Valley

I. C. C. No. B9657, April 15. Grain in bulk (ex-lake) from at and east of Buffalo, N. Y., to points taking following bases of rates, Albany, wheat, 6 cents; rye, 5.5 cents; corn, 5.25 cents; barley, 4.75 cents; oats, 3.25 cents, and flax seed, 5.5 cents; to Baltimore, wheat, 6.5 cents; rye, 6 cents; corn, barley, 5.25 cents; oats, 3.75 cents, and flax seed, 5.5 cents (R); Boston, wheat, 8 cents; rye, 7.75 cents; corn, 7.5 cents; barley, 6.5 cents; oats, 4.5 cents; flax seed, 8 cents; New York, wheat, 6.5 cents; rye, 6 cents; corn, barley, 5.25 cents; oats, 4 cents; flax seed, 5.5 cents (R) per bushel; Philadelphia, Pa., (except points on Catasauqua and Foglesville Railroad, now Philadelphia & Reading Railway), wheat, 6.5 cents; rye, 6 cents; corn and barley, 5.25 cents; oats, 3.75 cents; flax seed (R), 5.5 cents (rates on flax seed to Baltimore, New York and Philadelphia rate bases).

I. C. C. No. B9724, April 20. From ex-lake Buffalo, N. Y., to Port Richmond, Philadelphia, Pa., (for export only), wheat and flax seed, 5.2 cents; rye, 4.95 cents; corn, 4.45 cents; barley, 4.55 cents; oats, 3.5 cents, and flax seed, 5.2 cents per bushel (R).

I. C. C. No. B9725, April 20. From ex-lake Buffalo, N. Y., to Boston, Mass., (for export) wheat and flax seed, 5.5 cents; rye, 5.26 cents; corn and barley, 4.75 cents, and oats, 3.7 cents per bushel (R).

Also, I. C. C. No. B9723, April 20. From ex-lake East Buffalo, N. Y., to New York, N. Y., (for export) wheat, 5.5 cents; rye, 5.25 cents; corn, 4.75 cents; barley, 4.75 cents; oats, 3.7 cents, and flax seed, 5.5 cents per bushel (all rail).

Pere Marquette

Supplement 3 to I. C. C. No. 3052, April 15. Grain and grain products from Buffalo, Black Rock and Suspension Bridge, N. Y., to Aurora, Ill., 14½ cents (A); Burlington, Iowa, Clinton, Iowa, 17½ cents (R); Davenport, Iowa, 17½ cents (R); Elgin, Ill., 14½ cents (A); Quincy, Ill., 17½ cents (A); Springfield, Ill., 15½ cents (R).

Chicago, Burlington & Quincy

Supplement 38 to I. C. C. No. 9320, April 15. Flour from St. Paul, Minneapolis and Minnesota Transfer, Minn., to Beatrice, Neb., 20 cents; Albert Lea, Carver, Hopkins, Lake City, Lanesboro, Mankato, Montgomery, Minneapolis, Minnesota Transfer, Pipestone, St. Paul, Welcome, Winnebago City, and Winnona, Minn., to Lincoln, Neb., 17 cents.

Supplement 5 to I. C. C. No. 10761, April 21. Gluten feed, meal and starch to stations taking Albany rate points, 8.4 cents; Boston and Portland rates, 11.6 cents; Rutland rates, 11.6 cents; Sherbrooke rates, 13.7 cents; Woodsville rates, 13.7 cents; Brunswick rates, 13.7 cents, from Undercliff, N. J.

Lake Shore & Michigan Southern

Supplement 23 to I. C. C. No. A2819, April 15. Corn from Chicago, Ill., East Side, Englewood, Grand Crossing, South Chicago, Whiting, Indiana Harbor, Ind., to Amherst, N. S., 23 cents; Dartmouth, N. S., 24 cents; Halifax, N. S., Humphreys, N. B., 24 cents; Moncton, N. B., 24 cents; New Glasgow, N. S., 25½ cents; Pictou Proper, N. S., 25½ cents; Pictou (when for Prince Edward Island), 24 cents; Point du Chene, N. B., 24 cents; Pugwash, N. S., 24½ cents; Sackville, N. B., 24 cents; St. Andrews and St. John, 23 cents; St. Stephen, N. B., 23 cents; Truro, N. S., 24 cents; Windsor Junc-

tion (when for Wolkville or Yarmouth, N. S.), 24 cents.

Cincinnati, Hamilton & Dayton

Supplement 18 to I. C. C. No. 2613, April 15. Grain and grain products from Cincinnati, Ohio, to Clinton, Davenport, Dubuque, Iowa, 13½ cents (R); from Indianapolis, Ind., to Burlington, Iowa, 12 cents; Davenport, Iowa, 12 cents; Dubuque, Iowa, 12 cents; from Toledo, Ohio, to Burlington, Iowa, 13 cents; Davenport, Iowa, 13 cents; to East Burlington, Ill., from Indianapolis, Ind., 12 cents; Toledo, 13 cents (R); to East Dubuque, Ill., from Indianapolis, Ind., 12 cents (R); Hannibal, Mo., 12 cents (A).

Chicago, Peoria & St. Louis

I. C. C. No. 977, cancelling No. 972, April 20. Grain (when for export to Europe, Asia and Africa) from Peoria and Pekin, Ill. (when from beyond), to Mobile, Ala., New Orleans and Port Chalmette, La., 14½ cents (A).

West Shore

I. C. C. No. B8863, April 20. From Buffalo, N. Y., elevators (ex-lake) to Undercliff (Edgewater), N. J., wheat, 6½ cents; corn, 5½ cents; rye, 6 cents; barley, 5¼ cents; oats, 4 cents, and flax seed, 5.5 cents per bushel (R).

I. C. C. No. B8862, April 20. From Buffalo, N. Y. (ex-lake), to Boston, Mass., (for export) wheat, 5.5 cents; corn, 4.75 cents; rye, 5.25 cents; barley, 4.75 cents; oats, 3.7 cents, and flax seed, 5.5 cents per bushel (R).

Pennsylvania

I. C. C. No. G05478, April 20. Ex-lake grain for export from Erie, Pa., to New York City, wheat, 5.5 cents; rye, 5.25 cents; corn, 4.75 cents; oats, 3.75 cents; flax seed, 5.5 cents; barley, 4.75 cents; Philadelphia, Pa., and Baltimore, Md. (for export), wheat, 5.2 cents; rye, 4.95 cents; corn, 4.45 cents; oats, 3.5 cents; flax seed, 5.2 cents per bushel (R).

I. C. C. No. G05477, April 20. From Buffalo, N. Y., to New York, N. Y. (for export), wheat, 5½ cents; rye, 5.25 cents; corn, 4.75 cents; oats, 3.7 cents; flax seed, 5½ cents; barley, 4.75 cents per bushel; to Philadelphia, Pa., and Baltimore, Md. (for export), wheat, 5.2 cents; rye, 4.95 cents; corn, 4.45 cents; oats, 3.5 cents; flax seed, 5.2 cents, and barley, 4.55 cents per bushel (R).

Erie

I. C. C. No. 11513, cancelling No. 11405, April 20. Ex-lake at and east of Buffalo, N. Y., to Long Dock, Jersey City, N. J. (for export), barley, 4.75 cents; corn, 4.75 cents; flax seed, 5.5 cents; oats, 3.7 cents; rye, 5.25 cents; wheat, 5.5 cents per bushel (R).

I. C. C. No. 11512, April 20. Ex-lake at and east of Buffalo, N. Y., to New York, N. Y., barley, 5½ cents; corn, 5¼ cents; flax seed, 5½ cents; oats, 4 cents; rye, 6 cents; wheat, 6½ cents.

I. C. C. No. 11511, April 20. Ex-lake at and east of Buffalo, N. Y., to Boston, Mass. (for export only), barley, 4.75 cents; corn, 4.75 cents; flax seed, 5.5 cents; oats, 3.7 cents; rye, 5.25 cents; wheat, 5.5 cents per bushel (R).

I. C. C. No. 11510, April 20. Ex-lake at and east of Buffalo, N. Y., to Baltimore, Md. (for export), barley, 4.55 cents; corn, 4.45 cents; flax seed, 5.2 cents; oats, 3.5 cents; rye, 4.95 cents; wheat, 5.2 cents per bushel (R).

I. C. C. No. 11514, April 20. Ex-lake at and east of Buffalo, N. Y., to Port Richmond, Philadelphia, Pa. (for export only), barley, 4.55 cents; corn, 4.45 cents; flax seed, 5.2 cents; oats, 3.5 cents; rye, 4.95 cents; wheat, 5.2 cents per bushel (R).

Grand Trunk

I. C. C. No. 2044, cancelling No. 2007, April 20. Grain (ex-lake) to Boston, Mass. (for export), from Collingwood, Depot Harbor, Goderich, Kingston, Midland, Port Colborne, Tiffin, Ont., and Port Huron, Mich., wheat, 5.5 cents; flax, 5.5 cents; rye, 5.25 cents; corn, 4.75 cents; barley, 4.75 cents; oats, 3.7 cents per bushel (R).

Illinois Central

I. C. C. No. A8605, cancelling No. A8388, April 20. Grain and grain screenings from Peoria and Pekin, Ill. (when from beyond), to New Orleans, La. (for export), 14½ cents (A).

Delaware, Lackawanna & Western

I. C. C. No. 10961, April 20. Wheat and grain applying at and east of Buffalo, N. Y., to Baltimore, Md., and Philadelphia, Pa. (for export), wheat, 5.2 cents; corn, 4.45 cents; rye, 4.95 cents; barley, 4.55 cents; oats, 3.5 cents; flax seed, 5.2 cents; Boston, Mass., and New York City (for export), wheat, 5.5 cents; corn, 4.75 cents; rye, 5.25 cents; barley, 4.75 cents; oats, 3.7 cents; flax seed, 5.5 cents per bushel (R).

Baltimore & Ohio

I. C. C. No. 12664, April 20. Export grain from West Fairport, Ohio, to Baltimore, Md., barley, 4.55 cents; corn, 4.45 cents; flax seed, 5.2 cents; oats, 3.5 cents; rye, 4.95 cents; wheat, 5.2 cents per bushel.

Chicago & Alton

Supplement 8 to I. C. C. No. A535, April 20. Barley, corn, oats, rye and grain screenings, and wheat to Mobile, Ala., New Orleans, Port Chalmette and

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Westwego, La. (when for export to Europe, Asia and Africa), from Chicago, Peoria and Pekin, Ill. (when originating beyond), 14½ cents.

St. Louis & San Francisco

Supplement 23 to I. C. C. No. 6254, April 20. Between Atchison, Leavenworth, Kan., St. Joseph, Mo., and Bismarck, Golden, Oak Bow and Broken Bow, Okla., wheat, 25 cents; corn, linseed meal, 22 cents; flax seed, millet seed, 26 cents; corn, linseed meal, 22 cents; flax seed, millet seed, 26 cents; hemp seed, 29 cents.

Atchison, Topeka & Santa Fe

I. C. C. No. 6739, April 20. Flour, buckwheat groats (buckwheat kernels with hulls removed), chicken feed (made of grain and seeds), rolled wheat and other commodities to Eaton, N. M., from St. Louis, Mo., 46 cents; Peoria, Ill., 48 cents; Chicago, Ill., 49 cents, and St. Paul, Minn., 47 cents.

Supplement 10 to I. C. C. No. 6240, May 1. Alfalfa meal from Bristol, Devine, Cheraw, Fowler, Hartman, Kornmar, McClave and Willey, Colo., to Omaha, South Omaha, Lincoln, Nebraska City, Neb., Council Bluffs, Iowa, 20 cents; between Long Grove and Wilson, Okla., and Kansas City, St. Joseph, Atchison or Leavenworth, Kan., wheat, 27 cents; corn, 25 cents; linseed meal, 25½ cents; Chicago, Ill., wheat, 33½ cents; corn, 30 cents; linseed meal, 30½ cents (R).

Missouri, Kansas & Texas

I. C. C. No. A3950, April 23. From Clinton, Nevada, Sedalia, Clinton, Mo., to Pine Bluff, Ark., wheat, 23 cents; corn, 19 cents; millet seed, 23 cents; shipments (originating beyond Clinton, Mo., from which no through rates are in effect from Clinton, Mo.), to Pine Bluff, Ark., wheat, 18 cents; corn, 15 cents; hemp seed, 21 cents; flax seed, 18 cents; millet seed, 18 cents.

Also, Supplement 1 to I. C. C. No. A3920, April 23.

Grain and grain products to New York City from Featherston, Okla., wheat, 47½ cents; corn, 38½ cents; flour, 43.2 cents; bran, 39.7 cents; corn chops, 39.7 cents; grits, 39.7 cents; Allen, Oaks, wheat, 43 cents; corn, 38½ cents; flour, 44.7 cents; bran, 41.2 cents; corn, 41 cents; grits, 41.2 cents; Steedman, Lulu and Boggy, Okla., wheat, 41½ cents; corn, 37 cents; flour, 44.7 cents; bran, 41.2 cents; corn chops, 39½ cents; grits, 40 cents.

Chicago, Indianapolis & Louisville

I. C. C. No. 3119, April 26. Grain products from Indianapolis, Ind., to Dubuque, Iowa, (R) 12 cents; East Dubuque, Ill., 12 cents (R); Detroit, Mich., 8½ cents; Akron, Ohio, 8½ cents; Kalamazoo, Jackson, Mich., 8½ cents; Muskegon, Mich., 10 cents.

Missouri Pacific

I. C. C. No. A2502, April 29. To Walker, Poe, Sandif, Partain, Karber and Edgemont, Ark., from Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Elwood, Kan., wheat, 23 cents; corn, 19 cents (R); flax seed, 28 cents; from Omaha, South Omaha, Nebraska City, Neb., and Council Bluffs, Iowa, wheat, 28½ cents; corn, 24½ cents (R); flax seed, 37 cents.

I. C. C. No. A2503, May 1. From Fort Leavenworth, Atchison, Kan., St. Joseph, Mo., Kansas City, Mo.-Kan., and rate points to Galveston, Texas, Mobile, Ala., New Orleans, Port Chalmette, Westwego, La., Texas City, Texas, (when for export) wheat, 23.5 cents; corn, 21.5 cents (also numerous other rates).

Minneapolis & St. Louis

Supplement 13 to I. C. C. No. B48, May 10. Wheat from Howell, Bussey, Runnels, Morgan Valley, Dureath, Hamilton, Iowa, and other Iowa points to St. Paul, Minnesota Transfer and Minneapolis, Minn., 14 cents.

and if you cannot be sure and get busy as soon as roads will permit. We all know that the light movement of hay at the present time is due to condition of country roads. As roads improve the movement of hay will increase."

PITTSBURGH HAY REPORT

The Samuel Walton Company, Pittsburgh, Pa., says on April 10: "Owing to the exceedingly light receipts of hay there has been a sharp advance in the price of No. 1 timothy hay, good No. 2 timothy, ordinary No. 2 timothy hay and No. 1 light clover mixed hay, however, buyers apparently, will not place their orders for arrival. The receipts of prairie hay have been more liberal with the demand exceedingly light, hence, rather difficult to effect sales. There has been light receipt of straw with the market firm. We continue to have a good supply of oats with the market barely holding steady. Ear corn continues to be in light receipt and in urgent demand with prices higher. There is also a good demand for yellow shelled corn."

THE ST. LOUIS HAY MARKET

The John Mullally Commission Co., St. Louis, reports on the haymarket, April 10:

"Receipts of hay during the past week were rather light, being 226 cars in comparison with 234 the preceding week, and our market ruled strong with an excellent demand for all grades of hay at full prices. The movement here on timothy and clover mixed was very free, buyers taking everything offered on arrival leaving the market well cleaned up right along and in a good condition for fresh arrivals. The market here at present is bare of all grades of tame hay and we advise prompt shipments. Shippers that have hay on hand should make a special effort to get it on this market promptly, and take advantage of the prevailing prices, which are much better than other markets. Pure clover hay is meeting ready sale at good prices. Prairie hay is in light offerings, and demand good for the best grades, which are scarce and wanted. Owing to the light offerings of the most desirable prairie, buyers have been taking the medium and lower grades, causing a free movement on everything except low grades of Iowa and slough grass. Would add that there is no demand for slough grass. There is a good inquiry for Nebraska prairie. Alfalfa hay is ruling steady with a good demand for high No. 1 and choice green hay, which is the minor portion of the offerings, and bringing a big premium over scant No. 1 and lower grades. There is a fair demand for the medium and low grades at the prevailing prices, and the movement here has been very free, and the market is keeping well cleaned up."

GRAIN TRADE PATENTS

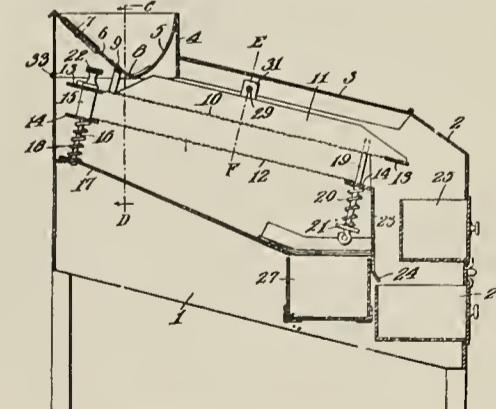
Issued on March 10, 1914

Apparatus for Transferring Cargo in Bulk.—William George Read, Whiston, Prescot, England. Filed June 7, 1913. No. 1,089,496.

Seed Corn Drying Rack.—Joseph Smith Bain and Benjamin Langford Bain, Cedar Rapids, Iowa. Filed April 14, 1913. No. 1,089,810.

Seed-Grading Machine.—Elam Alpheus Oliver, Belleville, Wis. Filed March 17, 1913. No. 1,089,433. See cut.

Claim.—In a separator the combination with a casing of a seed hopper supported upon one end portion of the casing, superposed screens for receiving material from the hopper, the upper screen projecting downwardly beyond one end of the lower screen, an inclined board under the lower screen, a partition beyond the lower



end of the inclined board and supporting the lower end of the lower screen, a removable receptacle extending under the discharge end of the upper screen and spaced from the partition to form a passage for tailings from the lower screen, a removable receptacle arranged under the first named receptacle for receiving the tailings from said passage, and a removable receptacle for receiving tailings from the inclined board, said last named receptacle being removable laterally from the casing, while the remaining receptacles are removable from one end of the casing.

Issued on March 17, 1914

Bucket Conveyor.—Myron A. Kendall, Aurora, Ill., assignor to the Stephens-Adamson Manufacturing

HAY, STRAW AND FEED

L. A. Wolf has opened a feed business at Avon Park, Fla.

Hill & Wilson have opened a feed store at Greensboro, N. C.

T. S. Sweeney has opened a new feed store at Eufaula, Okla.

A flour and feed store has been opened at Neogaunee, Mich., by E. J. Hurley & Co.

North Brothers, of Kansas City, are building a large warehouse for the storage of hay.

Robert E. Suther & Co. have started a grocery, grain and feed store at Concord, N. C.

Grisby & Co. have built an addition to their store at Garvin, Okla., and will handle feed.

A feed store has been opened at Wilson (R. F. D. from Homestead), Okla., by J. R. Busby.

W. E. Daniel, of Wichita, Kan., may open a branch flour and feed warehouse at Houston, Texas.

Ruth & Marshall have succeeded W. J. Driggeners in the feed and fuel business at El Centro, Cal.

The L. C. Daniels Grain Company has disposed of its hay, grain and feed business at Hartford, Conn.

Hanson & Bressler, feed dealers at Wauseon, Ohio, have moved into new quarters giving better facilities.

William Graves and B. R. McWhorter have purchased the feed business of Ames & Co., at Lubbock, Texas.

Geist Brothers, grain and hay merchants of Chicago, have contracted for the erection of a warehouse.

The flour and feed business of G. B. Hanscomb at Brighton, Iowa, has been taken over by Ralph Drennan.

R. C. Atkinson & Co. have been incorporated at Niles, Mich., with a capital stock of \$12,000, to deal in hay, grain and feed.

H. Jacobs, of Natchez, Miss., has entered the merchandise business at Memphis, Tenn., dealing principally in hay, grain and flour.

The business of R. A. LaFleur, dealer in flour, feed and produce at Vergreville, Alta., will hereafter be conducted by LaFleur & Odell.

Wm. M. Galt & Co., whose hay plant at Washington, D. C., was recently destroyed by fire, have awarded a contract for the construction of a one-story hay house costing \$7,800.

The Burroughs & Locke Company has been incorporated at Jacksonville, Fla., with a capital stock of \$25,000, to engage in the hay, grain, mill products and building material business. The officers are as follows: E. A. Burroughs, president; G. F. Bensel,

vice-president, and Fred C. Locke, secretary and treasurer.

Elmer Wheeler has closed out his feed business at Pawhuska, Okla., and a portion of his stock was purchased by the Shurleff Feed Store.

The Kerman Alfalfa Company, Kerman, Cal., has installed a new hay baler, which will be used in preparing hay for shipment to New York City.

The hay and straw business of John Erickson at Dayton, N. Y., has been taken over by George Forman and Raymond Dillatash, of Hightown, N. Y.

Beckstead, Bell & Co. have organized at Kemmerer, Wyo., for the operation of a hay, grain and coal business. E. R. Beckstead, Willard Bell and Daniel Sullivan comprise the new firm.

The Vincennes Feed and Produce Company has been incorporated at Vincennes, Ind., with a capital stock of \$15,000. The directors are Charles E. Seed, Walter A. Stein and William T. Heinkamp.

The Mountain State Feed and Supply Company has been incorporated at Clarksburg, W. Va., with a capital stock of \$20,000. The incorporators are L. Reitz, J. J. Hensley, Wm. Devore and others.

The Salona Supply Company, which conducts a mill at Winona, Ohio, and a feed store in Salem, Ohio, has taken over the feed business at Garfield, Ohio, formerly owned by A. J. Stanley & Son.

The Joplin Hay Company, Joplin, Mo., has purchased the business of the John W. Boyd Grain Company at Webb City, Mo., and will conduct its business from that house, its property at the latter place having recently burned.

Guy Carleton, secretary of the St. Paul Hay and Grain Board of Trade, St. Paul, Minn., speaking at the fifth annual banquet of the hay and grain men on March 17, predicted that a \$1,000,000 hay market terminal will be established by the Twin Cities and the railroads in the Midway district within a few years. It is stated that the Twin Cities handled nearly 16,000 cars of hay in 1913.

The Rush Brothers Company, of Greenville, S. C., will open a wholesale feed and grocery business in a new warehouse erected by the Piedmont & Northern Railway Company. The company has been operating in Greenville for 12 years and with the enlargement of its business, will incorporate with a capital stock of \$50,000. The new building is 45x90 feet on the ground and three stories high.

Albert Miller & Co., of Chicago, say under date of April 10: "All that we can say about the hay market is that it is a very satisfactory market in every respect. Supply light. Prices good. Local demand good. Outside demand big and we are in close touch with all this trade. Ship your hay now if you can

THE AMERICAN ELEVATOR AND GRAIN TRADE

April 15, 1914.

Company, a corporation of Illinois. Filed August 10, 1911. No. 1,090,156.

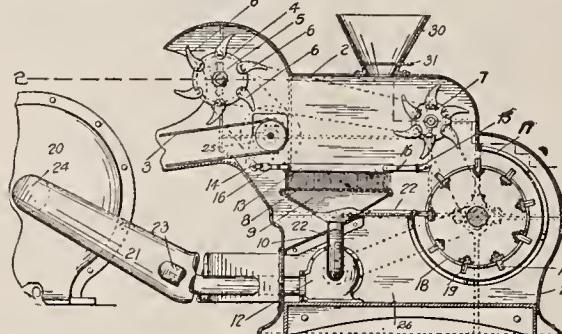
Conveyor-Transfer.—Herman Hildenbrand, Chapeze, Ky. Filed May 5, 1913. No. 1,090,713. See cut.

Claim.—In a transfer device of the character set forth, the combination with an endless conveyor belt whose upper stretch moves horizontally, and a feed

interposed, pivoted side-boards adapted to fold downwardly both in the same direction, and forming part of a continuous platform when so folded, a lever connecting with one of said side-boards, a rock-shaft adjacent to the other and provided with a lift-lever adapted to engage said other side-board at the under side, a lever by which the rock-shaft is turned, and a link connecting the same with the lever which tilts the first-named side-board.

Issued on April 7, 1914

Apparatus for Milling Alfalfa Hay.—Sherman C. Roberts, Denver, Colo. Filed September 10, 1912. No. 1,092,801. See cut.



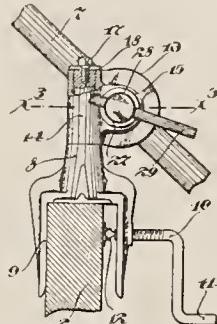
mechanism directed laterally toward said belt; of a disk closely overlying the belt and the mechanism and having a hub bearing against the edge of the belt whereby the disk is rotated, and means for holding the disk in operative position, substantially as described.

Grain-Door.—George William Drake, Chicago, Ill. Filed January 31, 1913. No. 1,090,695.

Elevator.—Ervin H. Zimmerman, Perry, Ill. Filed August 29, 1912. No. 1,090,670.

Adjustable Grain-Spout Holder for Grain Loaders.—Julius A. Engelhart, Minneapolis, Minn. Filed March 24, 1913. No. 1,090,291. See cut.

Claim.—A support for adjustable bodies, comprising a supporting bracket, a main head swiveled to said bracket, a supplemental head swiveled to said main head for movement transversely of the swiveled move-



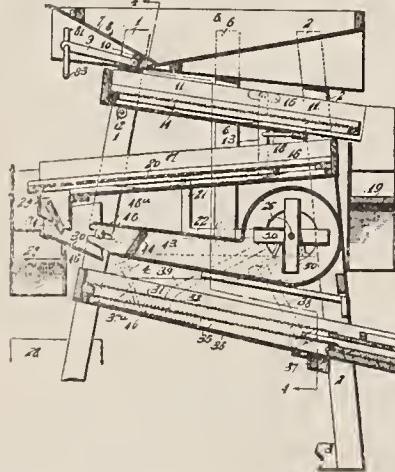
ment of said main head, a rod connected to said body and supported on said supplemental head for endwise sliding movement, and a single operating device for locking said main head to said bracket and to said supplemental head and to lock said rod to said supplemental head, substantially as described.

Seed-Tester.—Isaac L. Van Schoiack, Sugar Grove, Ill. Filed May 2, 1913. No. 1,090,251.

Issued on March 24, 1914

Seed-Cleaner and Corn-Grader.—James C. Benson, Indianapolis, Ind. Filed August 6, 1913. No. 1,091,275. See cut.

Claim.—In a machine of the character stated, the combination with the supporting frame, the hopper, the upper chaff shoe and a bottom screening shoe; an intermediate screening shoe, a receiver into which the larger grains and chaff from the intermediate shoe pass and which discharge laterally of the machine a blast fan located between the intermediate and lower

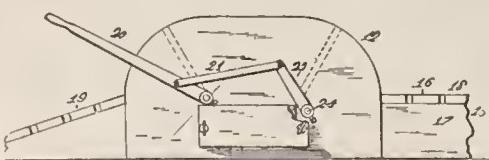


shoe, a casing for the fan having a forwardly extended air chamber, the spout pendent from the end of the intermediate shoe, a chute that leads the droppings from the spout on to the lower shoe and means for raising and lowering the discharging end of the blast chamber, relative to the discharge spout from the intermediate shoe, a valve located in the said spout and a wind valve located in the charging end of the air chamber of the fan casing.

Issued on March 31, 1914

Attrition-Mill.—Frank Hamachek, Keweenaw, Wis. Filed January 9, 1911. No. 1,091,654.

Hopper for Grain-Elevators.—John V. Cizek, Clutter, Iowa. Filed July 28, 1913. No. 1,092,093. See cut.

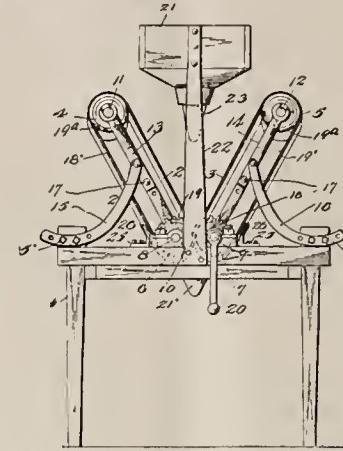


Claim.—In a grain receiving conveyor, or dump, the combination of a traveling apron, a housing therefor, a hopper, comprising end-boards attached to the housing,

of the said disintegrating and reducing means, and including a common delivery conduit.

Seed-Cleaner.—George M. Webster, Fort Dodge, Iowa. Filed August 3, 1912. No. 1,092,191. See cut.

Claim.—The combination with a pair of belts and their rollers, said belts arranged at an inclination and contracting at their lower ends, of a supporting frame for each belt comprising sectional, perforated; exten-



sible arms, a plurality of bolts securing the sections of each of the arms, an outwardly extended side bracket loosely attached on one of the bolts of each arm, and each of said brackets adjustably secured to a stationary member, so that the inclination of the belts may be varied.

FIELD SEEDS

The John B. Davis Seed Company, of Sturgeon Bay, Wis., has filed a notice of dissolution.

J. H. Dickey has opened a new seed store at Wenatchee, Wash., and installed a line of seeds, feed and poultry supplies.

Eleven hundred pounds of alfalfa seed were recently purchased by C. D. Schwab, a banker of St. Cloud, Minn., for distribution at cost among farmers in that district.

Graduates of the School of Agriculture at Fargo, N. D., may organize a seed growers' union to promote interest in the growing, marketing and improvement of seeds.

The Berryman & Maupin Seed Company has been incorporated at King City, Mo., with a capital stock of \$30,000. The incorporators are W. H. Berryman, A. P. Maupin and Minerva Maupin.

M. M. Byrne, manager of the Botna Valley Seed Company, Lewis, Iowa, has announced that his company will continue its seed corn business regardless of the recent destructive fire in the plant and reconstruction will soon be considered.

A number of farmers of Kankakee County, Ill., members of the Better Farming Association of that county, recently met and formed an association under the name of the Pedigreed Seed Breeders. According to Mr. Collier, the agricultural adviser, it is one of the best movements of its kind in Illinois.

A well-equipped pure seed instruction and demonstration train has been operated in many of the counties of Wisconsin by the Chicago & North-Western Railroad, in co-operation with the Milwaukee Chamber of Commerce, the Wisconsin Bankers' Association and the College of Agriculture of the University of Wisconsin. The tour was instigated to interest the farmers in pure seed cultivation and seed experts explained all exhibits to visitors.

It is stated that a number of Missouri farmers will raise sunflower seed this year, experiments along this line having been very successfully conducted near Hickman, Ky., last season. L. G. Phillips will plant 1,000 acres of his southeast Missouri land in sunflowers this year as a further demonstration that this plant can be cultivated with profit on land where other crops may not thrive so well. Mr. Phillips was one of the men who experimented last year with sunflower raising, when he planted 100 acres in sunflowers.

The Canadian Seed Growers' Association, at its recent session, elected the following officers and directors: President, Dr. J. W. Robertson, of Ottawa, Ont., and secretary, L. H. Newman, of Ottawa. Directors elected by the association were Prof. C. A. Zavitz, of Guelph, Ont.; Prof. S. Klinck, of Macdonald College; Prof. L. A. Moorehouse, Manitoba College, Winnipeg; Prof. John Bracken, Saskatoon Agricultural College; Prof. W. Cummings, Truro, N. S.; A. C. Howes, Vermillion, Alberta; William Palmer, Scotch Lake, N. B.; Narcisse Savoie, Quebec; J. O. Duke, Ruthven, Ont.; D. McGregor, Prince Edward Island. The president appointed the fol-

lowing directors: W. J. Black, Winnipeg; G. A. Gignault, Quebec; F. Hudson, M. A. Macleod and John Mooney.

A co-operative company has been organized in Barron County, Wis., to reclean clover seed grown in that district and put it on the market in car lots. The large quantity of clover seed grown in that county has heretofore been placed on the market, it is said, as it came from the huller.

Southworth & Co., of Toledo, Ohio, stated concerning new crop clover futures: "The new crop clover futures have many friends around current levels. They have a feeling for the seed, at the moderate prices prevailing. Clover usually goes higher from early quotations, and investors feel this should be the case this year. The futures are showing a stiffer backbone than the cash seed, which is losing ground under the influence of a liberal amount of seed in all positions. The weakness of the cash is shown by its continued decline in the face of a steady decrease in local stocks."

W. L. Oswald, head of the Minnesota State Seed Laboratory, has been urging all buyers of seed to notice the labels on seed packages as the Minnesota seed law is now in effect and requires that all agricultural seed sold for seeding purposes must be labeled. The law does not prohibit the sale of any seed, but states that the label must disclose certain facts, such as the purity of the seed, germination, and whether or not it contains any seeds of quack grass, dodder, perennial sow thistle or Canada thistle, and other information. It also gives the privilege of selling seed with the label, "Not Cleaned Seed."

The following statement has been issued concerning hard alfalfa and clover seeds which do not germinate readily by W. L. Oswald, who has charge of the Seed Laboratory, University Farm, St. Paul, Minn.: "In testing alfalfa and clover seed for germination, it will be noticed that some seeds will not germinate although they are healthy in appearance and not decayed at the end of the test. These are termed 'hard seeds.' They have unusually hard seed coats which prevent them from taking up water readily. These seeds germinate readily when the seed coats are scratched. In former years it was thought by some that hard seeds in alfalfa and clovers were as much inert matter. It is reasonable, however, to believe that many of the seeds become sufficiently scratched during seeding operations so that they will grow at once, while others will grow later on. Experimental work is being done along this line and it is hoped that soon the hard seeds in alfalfa and clovers will be found nearly as useful as the others. It is found that alfalfa seed from the various states differs greatly in the percentage of hard seeds. Minnesota grown seed nearly always has from 15 to 30 per cent hard seeds. The Minnesota Seed Laboratory, in its enforcement of the new seed law, has made a regulation regarding the hard seeds in alfalfa and the clovers as follows: In placing the germination test on the label when seed is sold, one-half the per-

centage of hard seed may be added to the percentage of seeds that germinated."

SEED POSTAL RATES AMENDED

The United States Post Office Department has advised that section 457, Postal Laws and Regulations, edition of 1913, has been amended to read as follows:

"Seeds, cuttings, bulbs, roots, scions and plants shall hereafter be embraced in and carried as fourth-class matter, and for the same rates of postage.

"The rate of postage on parcels of seeds, cuttings, bulbs, roots, scions and plants, weighing four ounces or less is one cent for each ounce or fraction thereof, regardless of distance; on parcels weighing more than four ounces the pound rates, shown in paragraph 1, section 456, apply. These rates apply whether the articles are for planting or other purposes."

FRAUD IN ALFALFA SEED

The wide prominence which alfalfa has received during the last few years has resulted in the practice of extensive frauds by unscrupulous dealers who sell southern or imported seed, worth from 12 to 20 cents per pound for the hardy Grimm variety which readily brings 40 cents per pound. The weak varieties of alfalfa are liable to be winter killed in the northern latitudes, while the acclimated strains will withstand the severest weather and will bear from 5 to 10 years without re-seeding.

The original Grimm alfalfa was sown in Carver County, Minn., in 1858, and has undergone a natural cross with the common varieties. The exposure to the northern winters has eliminated the weaker plants, and at the present time the plant is widely used, not only in Minnesota, but in Dakota, Montana, Idaho, New England, and Canada, in all of which it has retained its characteristics and grown true to type. A suit has recently been started against some Milwaukee dealers for alleged fraud in selling supposedly inferior qualities as Montana-grown seed.

The Government has sent out a warning to all farmers purchasing alfalfa seed, to get them only from reliable dealers, and where it is possible to trace the seed back to its source. Not all dealers who handle and sell common alfalfa for Grimm are dishonest, for many buy the inferior seed in good faith and pay the Grimm price.

Reports show that the Twin Cities are easily the greatest grain handling ports in North America. In Canadian bottoms, 104,309,092 bushels were shipped while United States vessels carried away 99,019,037 bushels. Of the total 203,328,129 bushels nearly 50 per cent went into American ports.

**Grain and
Seeds**

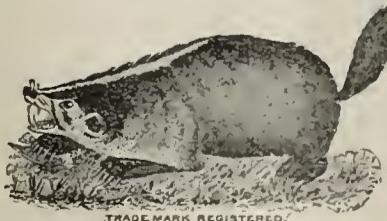
ALFALFA SEED DIRECT

For farmers' price and sample, write J. L. MAXSON, Buffalo Gap, S. D.

HAY AND GRAIN WANTED

Wheat, corn, oats, hay, straw, milling buckwheat, bran, middlings, red dog, potatoes. C. T. HAMILTON, New Castle, Pa.

Buy Our Celebrated
BADGER BRAND



Selected Seeds
and
Seed Corn

Alfalfa
Red Clover
Alsike Clover
White Clover

Always
Reliable

SEEDS**HAY AND SEEDS FOR SALE**

It will pay buyers of hay and seeds to write us. Best grades ever raised. References, prices and terms on application. MODEL MILLING CO., Celina, Ohio.

WHITE SEED CORN FOR SALE.

I have 4,000 bushels Chain White Silver Mine Seed Corn. Crop 1912. High germination. Price \$2.50 shelled and graded, including sacks. Cash with order. No checks. H. T. WALTON, Mayview, Ill.

SEED CORN FOR SALE

Choice, selected seed corn suitable for Illinois, Iowa, Nebraska, Kansas and Missouri, yellow and white varieties. Prices right. Write for particulars. THE McCALL-WEBSTER ELEVATOR CO., Sioux City, Iowa.

SEEDS**TIMOTHY SEED FOR SALE**

Large or small amounts. Write for prices and sample. J. M. SCHULTZ, Teutopolis, Ill.

SEEDS WANTED

We solicit correspondence from shippers or dealers who are in position to offer us, or can secure for us, Timothy, Red, Alsike or Alfalfa, Clover, Millet, Red Top or other Field Seeds. Write us, with crop news, samples, and other information as to production of seed and approximate values in your section. Please refer to this advertisement.

ILLINOIS SEED CO.

1521-1535 Johnson St.

CHICAGO, ILL

SEEDS

Grain, Clover and Grass Seeds,
CHAS. E. PRUNTY,
7, 9 and 11 South Main St. SAINT LOUIS

The ALBERT **DICKINSON COMPANY**

GRASS SEEDS FIELD

To Meet Demands Of

PURE SEED LAWS

Chicago

Minneapolis

**SEED CORN
GUARANTEED**

All Seed Corn sold by us subject to approval upon arrival. Ten days granted for inspection.

Send for Catalogue

**GOULD GRAIN CO.
MINNEAPOLIS, MINN.**

L. Teweles & Company

Established 1865

Milwaukee,

Wisconsin

Pioneer Distributors of Pure Seeds

SEED

SEED CORN

Timothy
Peas
Vetches
Rape

Best
Results

April 15, 1914.

OBITUARY

Henry J. Williams, who has been engaged in the grain business at Lowell, Mass., for several years, died on March 24, aged 64 years.

Aaron Y. Coates, aged 75 years, for many years a flour and feed dealer at Frankford, near Philadelphia, Pa., died on March 15, following a brief illness.

The death of J. H. Haskell, grain dealer, occurred at Claremont, N. H., on March 24. Mr. Haskell has been engaged in the grain business for the past 20 years.

Truman G. Avery, formerly engaged in the grain and elevator business at Buffalo, N. Y., in partnership with David S. Bennett, died on March 21, aged 77 years.

Henry Wilkinson, of Hughes & Wilkinson, flour and feed jobbers at Rome, N. Y., suddenly died last month. Mr. Wilkinson was well known to the trade and had many friends.

William Lummis, aged 72 years, a former president of the New York Stock Exchange, has passed away. With Henry Day, he founded the firm of Lummis & Day, for many years prominent on Wall Street.

William Kemper, aged 65 years, president of Kemper Brothers Company, wholesale feed merchants, Chicago, died at his home in this city on March 18. Mr. Kemper had been a member of the Chicago Board of Trade since 1884.

On March 20 occurred the death of Jarrett N. Gilbert, one of the oldest members of the Baltimore Chamber of Commerce, and for many years associated with the grain and flour business in Baltimore. Mr. Gilbert was 76 years of age.

Alexander Elmore, former member of the Chicago Board of Trade, died at his home in Chicago on April 2, aged 74 years. Mr. Elmore was born in Poughkeepsie, N. Y., and was a member of the Chicago Board of Education for 10 years.

Philos G. Cook, secretary of the Western Elevating Association, Buffalo, N. Y., died at Asheville, N. C., on March 26. Mr. Cook had been identified with the association for 35 years, having been secretary since 1881. He was well known to grain men and the lake trade.

William C. C. Gillespie, former member of the Chicago Board of Trade, died at his home in Chicago on March 15. Mr. Gillespie was 90 years of age and had been a member of the Board of Trade for 50 years. His early years were spent in Brockton, N. Y., where his body was taken for burial.

James Hodd, former grain merchant at Winnipeg, Man., died at Lethbridge, Alta., on April 3. At one time Mr. Hodd operated the mill at Stratford, Ont., now owned by the McLeod Milling Company, Ltd., later going to Winnipeg. During recent years he had been engaged in farming near Maple Creek, Sask.

George W. Atlee, aged 90 years, retired grain dealer and miller, died at the Lancaster Hospital, Lancaster, Pa., on March 26. Mr. Atlee had lived in Lancaster County his entire life and was well known to the trade. He was engaged in the milling and grain business at Columbia, Pa., for many years.

Byron Laflin Smith, member of the Chicago Board of Trade and president and founder of the Northern Trust Company Bank, passed away at his home in Chicago, on March 22, following an illness of two weeks. Mr. Smith was born in Saugerties, N. Y., in 1853, and began his commercial career as a bank messenger.

James J. Hanna, former well-known grain dealer at Dallas, Texas, died in a hospital at Oklahoma City, Okla., last month, from a bullet wound in his head. Mr. Hanna was found wounded and unconscious in his office at Oklahoma City. At one time he was a member of the firm of Hanna & Leonard at Galveston, Texas.

George D. Montelius, of the Montelius Grain Company, Piper City, Ill., died in a hospital at Mobile, Ala., last month. He had been in the South for several weeks for the benefit of his health. Mr. Montelius was a thirty-second degree Mason and had been chairman of the Ford County Republican Committee for several years.

Cy Warman, grain broker, railroad man and poet, died at St. Luke's Hospital, Chicago, on April 7, following an illness of several weeks. At the time of his death Mr. Warman was general assistant in the traffic department of the Grand Trunk Railway and was taken sick while on a lecture tour. He was born near Greenup, Ill., in 1855, and his first business venture was as a grain broker, but he was not successful in that line and entered the railroad business, beginning work in a roundhouse

as a wiper. His literary work earned for him the title of the "poet of the Rockies." His body was sent to his home in London, Ont., for burial. His wife and five children survive him.

Last month Terrence Toner, former grain dealer, died at his home in Buffalo, N. Y., aged 78 years. Mr. Toner was born in Ireland and came to America in his youth. He was a pioneer farmer and grain dealer in Bruce County, Ont., and went to Buffalo when he retired 20 years ago. He is survived by his wife, one son and nine daughters.

Moses H. Acken, of Rahway, N. J., former grain and feed dealer, passed away at his home on March 25, aged 79 years. For several years Mr. Acken conducted a grain and feed business at South Plainfield, N. J., but recently had operated the Milton Mill at Rahway. He was well known in his community financially and socially. His wife, two sons and two daughters survive him.

James A. Loudon, the oldest member of the Cincinnati Chamber of Commerce, who has been actively engaged in the grain business for more than half a century, passed away this month at Cincinnati, Ohio, aged 89 years. Mr. Loudon seemed in good health until a few days previous to his death. His death was rather sudden and he will be missed by a

large number of friends with whom he was very popular.

H. T. Shufelt, aged 73 years, former grain buyer, died at his home in Minneapolis, Minn., on March 24. Until four years ago, Mr. Shufelt was agent for the Peavey Elevator Company at Ojeta, N. D., and had held elevator agencies throughout Minnesota and North Dakota for 25 years. He was a Civil War veteran and served in a New York regiment. He was a Mason and a member of the order of Odd Fellows. His wife and two brothers survive him.

Otto E. Lohrke, of New York City, died in Orange, N. J., on April 5, following an operation. Mr. Lohrke had been identified with the grain trade for over 30 years, retiring from active business in 1906. He was associated with Robert McDougal, of Chicago, and William Knight and W. P. Callaghan, of New York. During Leiter's wheat campaign in 1898, Mr. Lohrke and his associates handled 19,000,000 bushels of cash wheat, placing it abroad. He was a man of the highest standing and integrity.

Alexander McMichael, of Winnipeg, Man., one of the oldest grain dealers in the United States and Canada, passed away at Rochester, Minn., last month, where he had gone for medical attention. Mr. McMichael was 83 years of age and was born in Ecclesfchan, Scotland. He handled grain on the Mississippi River during the period of the Crimean War, and is said to have made large profits at that time owing to high prices. Mr. McMichael was associated with the C. C. Turner Grain Company of Winnipeg, and a member of the Winnipeg Grain Exchange. He was also one of the early members of the Chicago Board of Trade. He is survived by his wife, a daughter and a son. A. Michael, Jr., who operates elevators at Melfort, Sask.

FIRE-S-CASUALTIES

The Imperial Elevator at Wolf Point, Mont., was burned on April 2, entailing a loss of \$7,000.

The Goose Lake Grain and Lumber Company, of Harris, Sask., recently suffered a loss by fire.

A disastrous fire at Magrath, Alta., on March 17, destroyed the 300,000-bushel elevator of the Pioneer Grain Company.

A building at Dallas, Texas, owned by Chris Huber & Brothers, containing a quantity of flour and feed, was burned recently.

The five-story building occupied by the Haughton Elevator Company at Detroit, Mich., was destroyed by fire on March 19.

The elevator of the Park Rapids Mill and Elevator Company at Menahga, Minn., was partially destroyed by fire on March 25.

The plant of Gaard, Greig & Zeeman, grain dealers at Estherville, Iowa, was damaged by fire on March 26, to the extent of \$2,000.

The National Elevator at Sarles, N. D., was completely destroyed by fire on March 28, together with about 7,000 bushels of wheat.

Fire destroyed the house of the Montana Central Elevator Company, at Geyser, Mont., last month, together with about five carloads of wheat.

The grain storage house of Gray Brothers at Greenfield, Ind., was destroyed by fire on March 18, together with 150 tons of hay and 200 bushels of corn and oats.

Fire of unknown origin destroyed a grain house on the farm of Rudolph Engel near Greenwood, Mich., last month. The building contained 800 bushels of oats.

The grain house and mill of S. W. Thaxter and the warehouse of the Galt Company at Portland, Maine, were destroyed by fire on March 29, entailing a loss of \$150,000.

Wilbert Drawson, manager of the Atlas Elevator Company, Ltd., Balcarres, Sask., was killed last month, when a large cake of ice fell on him from a car he was unloading.

Fire destroyed the Davenport Flour and Feed Company's storage barn at Davenport, Iowa, on March 25, with a loss estimated at \$10,000. Five mules were consumed in the flames.

Arthur Smith, aged 22 years, was killed in the Delp Elevator at Bourbon, Ind., on March 18, when his clothing caught in machinery and he was whirled around a shaft several times.

The elevator at Fletcher, Ill., owned by J. E. Hawthorne & Co., was recently burned, the fire originating from a hot journal in the cupola. About 5,500 bushels of oats and 3,800 bushels of corn were consumed. The entire loss is covered by insurance.

Three elevators have burned on this site during the past few years.

The elevator at Gilman, Ill., operated by F. W. Stine & Co., was destroyed by fire on March 26, together with about 30,000 bushels of corn and oats. The loss was partially covered by insurance.

Last month damage estimated at \$20,000 resulted from a fire which destroyed large brick and cement warehouses filled with grain and coal at Stratford, Conn. The property was owned by Alfred Wakelee.

The warehouse of the Neal-Blum Company at Savannah, Ga., containing 12,000 bales of straw, was destroyed by fire on March 17. The straw was the property of the estate of C. N. Roberds, a bankrupt.

L. D. Marshall's elevator at Byron, Ill., was destroyed by fire on March 14, together with 2,000 bushels of barley. The loss on the building was \$5,000, partially insured, while the grain was fully insured.

Damage amounting to several thousand dollars resulted from a fire in the feed and grain supply house of the A. G. Morgan Company at Raleigh, N. C., on March 17. The loss was partially covered by insurance.

The Atlantic Elevator, flour house and coal shed at Russo, N. D., were destroyed by fire recently, the loss amounting to \$15,000. There were 8,000 bushels of grain in the elevator and two carloads of coal in the coal house.

The elevator at Bashaw, Alta., owned by the Gillespie Company, of Edmonton, Alta., was completely destroyed by fire on April 1, the total loss estimated at \$15,000. The house was almost filled with grain which was all destroyed.

An auxiliary warehouse of the American Grain and Fertilizer Company at Mobile, Ala., was totally destroyed by fire recently, with all of its contents, consisting of a large quantity of hay and fertilizer. The loss was fully covered by insurance.

Fire on March 31 destroyed the plant of the Sunset Grain and Elevator Company at El Paso, Texas, entailing a loss of probably \$25,000. The house was operated by the J. Rosenbaum Grain Company of Chicago and the building was erected in 1902.

Two large grain wharves, loaded with wheat, were completely destroyed, two large vessels ruined and a number of buildings damaged when the harbor front at Portland, Ore., was swept by fire last month. The aggregate property loss was estimated at \$1,000,000.

The large plant of the M. H. Pettit Malting Company at Kenosha, Wis., was burned on March 17, with a loss of \$200,000 covered by insurance. The fire broke out in the elevators of the plant and spread with great rapidity, many explosions occur-

ring within a short time. Twenty families living near the plant were driven from their homes by the fire.

Fifteen thousand bushels of grain were in the elevator of the Osborne-McMillan Company at Kenmare, N. D., when it was destroyed by fire several days ago. Incendiaries are supposed to have been responsible for the fire, and the loss on the building was \$5,000.

A fire in the elevator of the Weber Grain and Hay Company at Cincinnati, Ohio, caused a loss estimated at \$17,000 on April 4, water doing the greatest damage. The building was injured to the extent of \$2,000, while the grain was damaged by water to the amount of \$15,000.

The sheet-metal hay barn of the Knight-Steger Grain Company, at Dallas, Texas, was completely destroyed by fire on March 16, causing a loss of \$6,500. The contents of hay were valued at about \$3,000, covered by insurance. The barn was valued at \$3,500 and insured for \$2,000.

A building at Charleston, Miss., occupied by the feed store of the Tallahatchie Co-operative Warehouse Company, was destroyed by fire on April 6, together with a number of other buildings. The fire is believed to have been the work of incendiaries, a previous attempt to destroy the buildings having been thwarted.

The plant of the Botna Valley Seed Company at Lewis, Iowa, was burned on March 28, together with its contents, the flames originating from lightning. As the building stood without the corporation limits, the fire company was unable to reach it. There was about 2,000 bushels of seed corn in the building, nearly all of which burned. The loss is partially covered by \$2,500 insurance on the building and \$2,500 on the contents. The building was constructed about 10 years ago when the seed company organized and will probably be rebuilt.

On Good Friday, fire totally destroyed the large grain elevator of the Early & Daniel Company at Cincinnati, Ohio, entailing a loss on the stock and contents estimated at more than \$100,000. The elevator, which is three stories in front and six stories in the rear, contained, according to Superintendent Joseph Frost, about 100,000 bushels of grain in bins, 40,000 bushels in bags, about 11 carloads of flour and six cars of hay. The building was constructed entirely of wood and was sheathed with sheet iron. The enormous weight of the grain and machinery broke down the floors one after another until the

entire interior of the structure dropped to the ground. A number of firemen had narrow escapes when the front wall fell outwards. The loss is practically covered by insurance.

Damage said to have aggregated \$100,000 resulted from a fire which started in the boiler room of the Farmers' Milling and Grain Company at Mount Airy, Md., on March 25. A large part of the business district of the town was wiped out, including the milling company and the Mount Airy Lumber and Grain Company.

For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

ELEVATORS AND MILLS

ELEVATOR FOR SALE

In southwest Iowa, 25,000 bushels' capacity. In good shape in every way. Reason for selling, to settle estate. Write BOX 93, Shenandoah, Iowa.

FOR SALE

Elevator, grain and coal business in northern Illinois town. Handles 350,000 bushels grain and 1,200 tons coal annually. For particulars, address ILLINOIS, Box 10, care "American Elevator and Grain Trade," Chicago, Ill.

MACHINERY

FOR SALE

One 25-horsepower gasoline engine in good repair, manufactured in Fort Wayne. Engine can be seen at Broughton, Ohio. For further information write AXEL WHITE, Broughton, Ohio.

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50-horsepower two-cylinder horizontal Badger Gasoline Engine, \$485. One hundred other sizes and styles. State your power needs. BADGER MOTOR CO., Milwaukee, Wis.

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Two million feet elevator cribbing, timbers, joist and boards. Two thousand sash and doors, all sizes. Our prices will surprise you. Write us at once for estimate. RUEL LUMBER CO., 7337 Stony Island Ave., Chicago, Ill.

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ESTABLISHED 1892

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POSITION WANTED

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Miscellaneous Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

WANTED

Information regarding elevator or mill for sale. Send description. NORTHWESTERN BUSINESS AGENCY, Minneapolis, Minn.

EXCEPTIONAL MILLING SITE.

Long frontages on three railroads—Lake Shore, Erie, Pennsylvania. Niagara power. Convenient labor. Map and full particulars. PARKE, HALL & CO., Buffalo, N. Y.

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To correspond with experienced superintendent of mill and elevator construction. Must have experience in reinforced concrete, tank and foundation work. SCALE ENGINEERING DEPARTMENT, Kansas Grain Dealers' Association, Topeka, Kans.

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Mixed cars of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial order to convince you of the superiority of our products. ANSTED & BURK CO., Springfield, Ohio.

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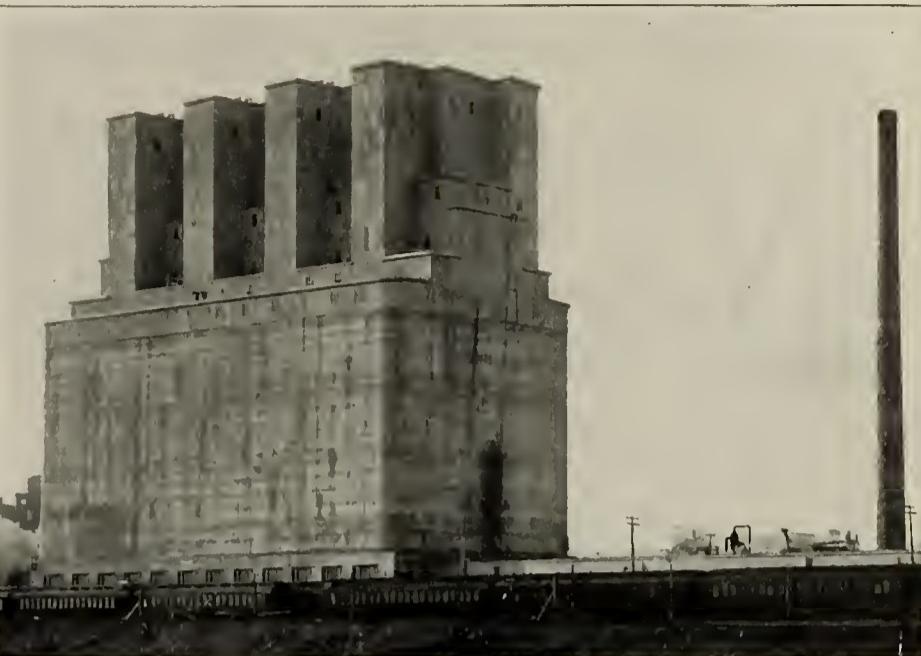
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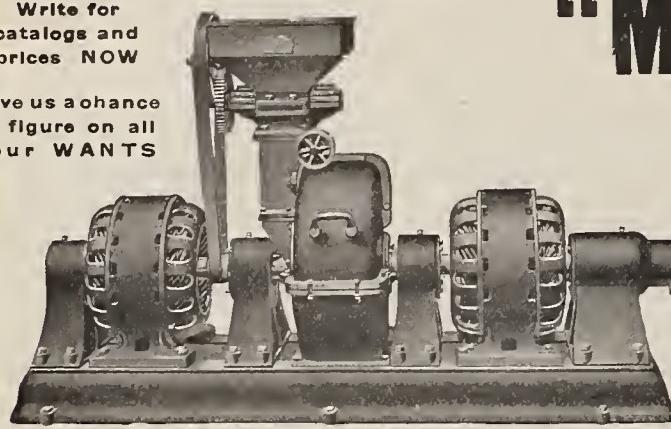
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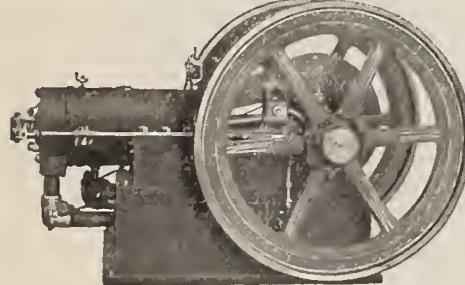
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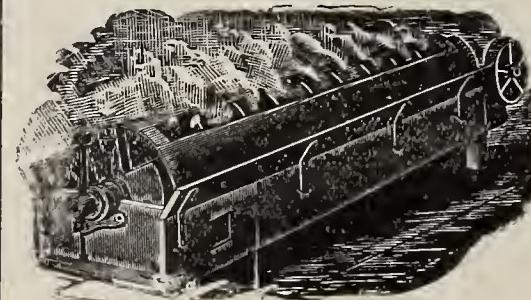
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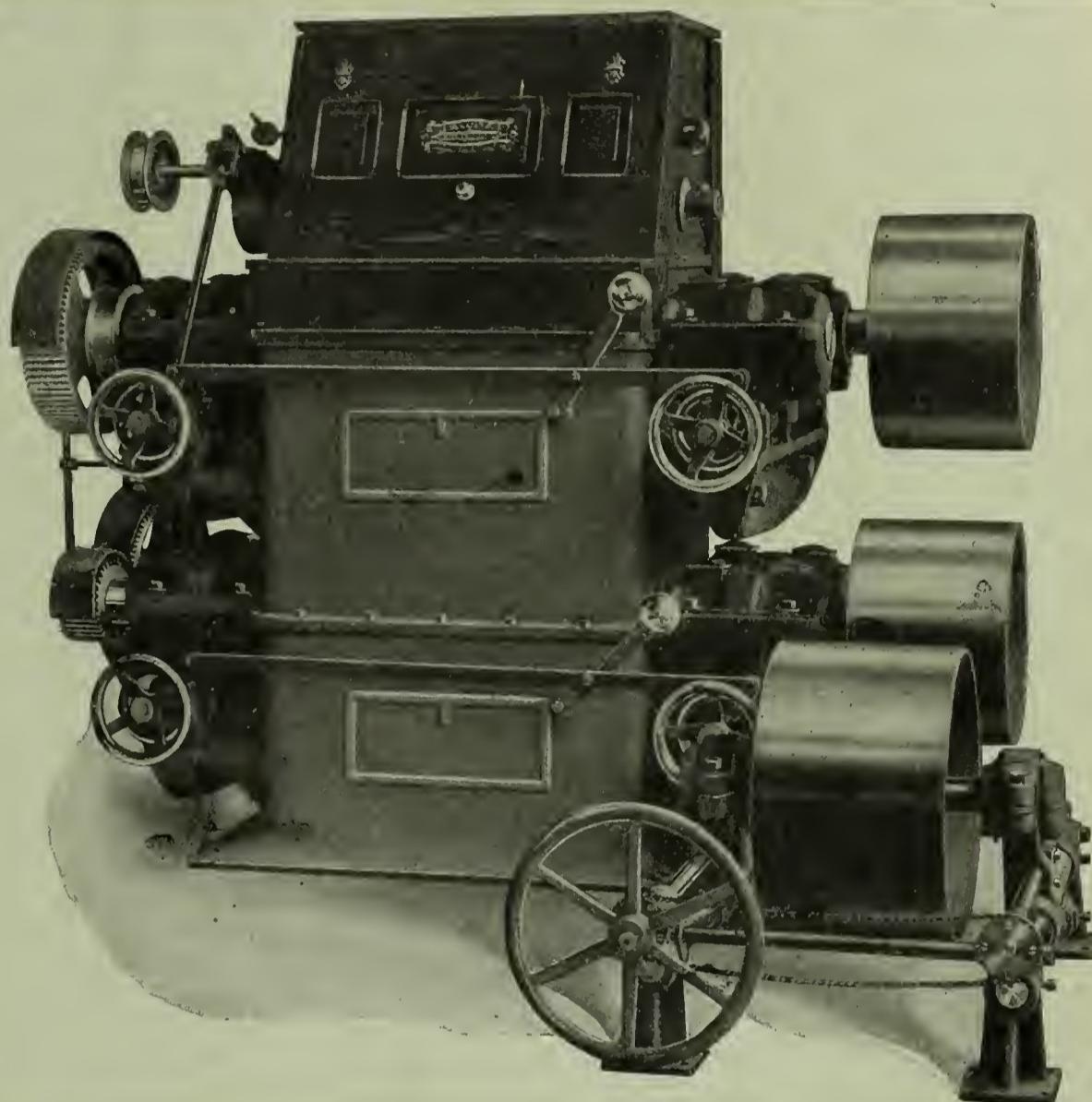
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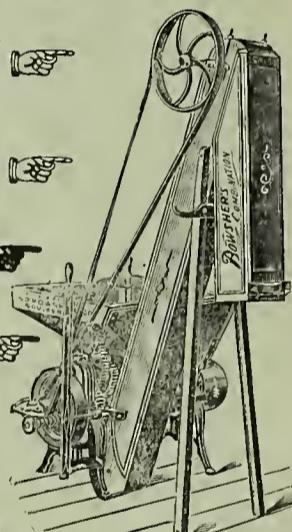
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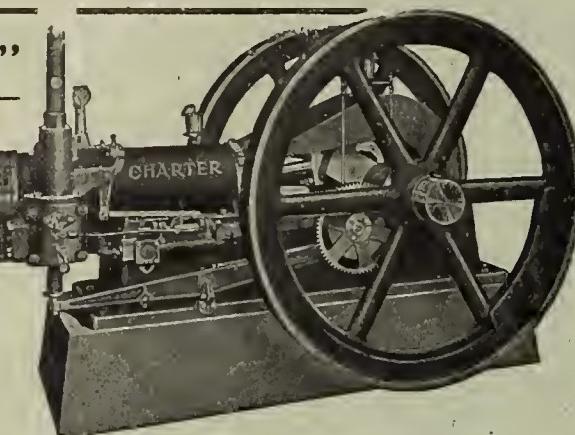


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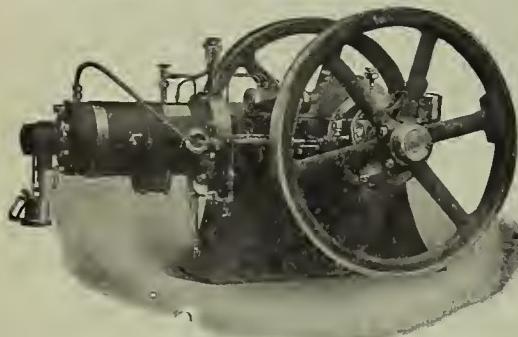
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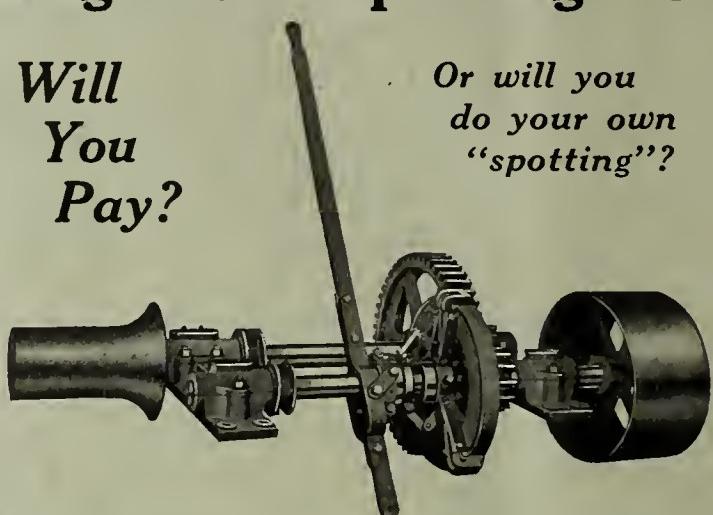
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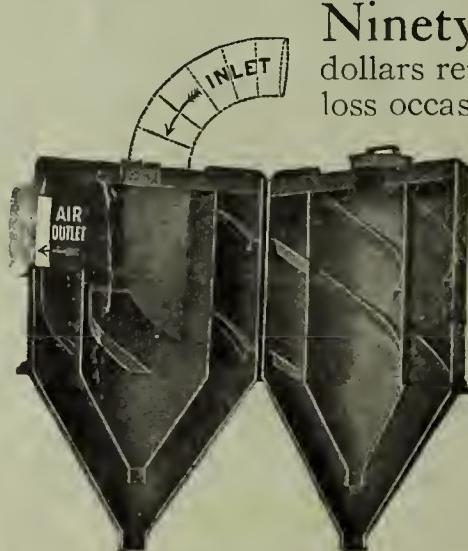
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